

Planning

Growth & Development

Delegated officer report for planning application

Application no. 127752/NMC/2020

Date registered valid: 17 August 2020

Proposal: Non material amendment to planning permission 118625/FO/2017 to make elevational alteration to the residential entrance and car park elevation together with alterations to roof terrace and roof profile and introduction of a screen to the smoke shaft

Address: Land Bounded By Cornbrook Road, A56 Chester Road And Trentham Street, Manchester, M15 4YD

Ward(s): Hulme Ward

Applicant: Mr Colin Hindley Graham C/o Agent

Agent (if any): Mr Gary Barber Sheppard Robson Architects City Tower, Piccadilly Plaza, Manchester, M1 4BT

Case officer: Jennifer Atkinson
Tel: 0161 234 4517
Email: j.atkinson@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 25 August 2020

Application details

Type of application: Non-Material Change Application

Development type: Notifications

Date of site visit:

Standard consultations:

No consultations have been printed and sent.

Neighbour notifications

No neighbour notifications have been printed and sent.

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site is irregular in shape, measures approximately 0.84 ha and is bounded by Cornbrook Road, Chester Road, Trentham Street and Metrolink and railway lines. It contains Dinton Street, which runs parallel to the railway/Metrolink line, and Runcorn Street and Westminster Street which run down the centre of the site parallel with Trentham Street.

Two warehouse buildings face onto Cornbrook Road/Runcorn Street and Dinton Street. The remainder of the site is vacant and split into two distinct plots. The first is bound by Runcorn Street, Chester Road, Trentham Street and Dinton Street, and includes Westminster Street, and the second is a narrow strip of land bounded by Dinton Street and the railway. Both plots are secured by a hoarding.

The site forms part of the Cornbrook Hub Strategic Regeneration Framework (SRF) (2014) which is a joint document between Manchester City Council and Trafford Metropolitan Borough Council. The framework is indicative and aimed to identify the opportunity presented by this gateway site to help guide future development. It promotes high density commercially led, mixed use developments that would create a new gateway into the city centre from the west.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

The surrounding area has undergone significant change and regeneration in recent years. A number of residential schemes have or are in the process of being delivered. There are high density residential scheme which sit alongside older buildings along sections of Chester Road.

Cornbrook Metrolink stop is located approximately 150 metres from the site providing trams across the network. Bus services are available along Chester Road and Deansgate train station is a 15 minute walk. The site is highly accessible and is within walking distance of the city centre where a wide range of amenities and services can be accessed.

Description of development

Non material amendment to planning permission 118625/FO/2017 to make elevational alteration to the residential entrance and car park elevation together with alterations to roof terrace and roof profile and introduction of a screen to the smoke shaft

Consultations & Notification Responses

n/a

Issues

The overall size, purpose and general appearance of the proposed building is maintained in line with the consented design.

The proposed changes to the development are as follows:

Ground floor

At ground floor level, the size and position of a few doors and louvres for mechanical ventilation would be adjusted to suit the detailed design, maintaining a full-height appearance, in the spirit of the original composition.

Discussions have now progressed with a prospective retailer and some amendments are proposed to the ground floor windows, including a change of swing to sliding entrance doors, an escape door in lieu of a fixed window and look-alike glazed units instead of transparent, to the back-of-house area. Within the perimeter of the car park, a small plant area is proposed, to serve the retail unit. This would lead to a slight reconfiguration of the parking layout but maintaining overall number of spaces.

The ground floor corner of the building facing Ellesmere Street would be of greater urban relevance if integrated in the approach to the main entrance, rather than offering a subsidiary view into the retail unit. A building sign integrated with the architectural language of the building would be introduced creating a subtle variation to the cladding line and the introduction of vertical strips of accent lighting.

It is considered that the change is acceptable and would respond to the architecture of the building. The change is considered to be non material in nature and would not detract from the visual amenity of the building and would in fact be an improvement to the façade.

The proposal also seeks to amend the ground level in order to minimise the risk of fire spreading within and out of car parks. As a result, there has been an increase to the percentage of fire rated enclosure to the undercroft. A full-height precast concrete panels would be introduced which follows the materiality and language of the facades. In order to mitigate the visual impact of these elements at practical completion, it is proposed that the original planting

scheme is changed to introduce a screen of semi-mature ivy panels, supplemented with younger climbers to add interest and seasonal variety.

It is considered that the change would be acceptable as it would follow the language of the building and the green screen would soften its appearance.

Typical Floors

At typical upper floors, small adjustments are proposed to window frames and aluminium flashings, without affecting the size or the position of the structural openings within the façade.

Roof Level

At roof level, an amendment to the size and position of doors leading from the tenant's common areas on to the roof terrace, and replacing the metal balustrade by a glass balustrade, in order to provide shelter from wind and improve views out.

An amendment is also sought to the height and depth of the rooftop slabs and parapets. In order to maintain the slim edge of the rooftop profile in accordance with the original design, a slight overhang to the eaves and setting back of the parapet to a line of 45 degrees has been created.

As part of the developed proposals for the landscaping of the roof terrace, a screen around the smoke is proposed around the extract fan, which separates the two main areas of the tenant's roof. This screen is considered as part of the design, integrating planters and seating areas. The screen is 1.7m high and set back more than 5.0m from the edges of the terrace, therefore remaining hidden from close range street views.

The changes are considered to be minimal and would improve the architecture and appearance of the building.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation:

Article 35 Declaration

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The proposal involves the elevational alterations including elevational alterations to the residential entrance and car park elevation together with alterations to roof terrace and roof profile and introduction of a screen to the smoke shaft

2) Following an assessment of the details submitted, I can confirm that the proposed amendments are considered to be of a non-material nature and acceptable to the City Council as the Local Planning Authority. The City Council is satisfied that the proposed changes will not result in any significant material alterations to the appearance of the building.

2) The development hereby approved shall be carried out in accordance with the following additional drawings:

6193-SRA-01-00-DR-A-20-1004, 6193-SRA-01-01-DR-A-20-1005, 6193-SRA-01-ZZ-DR-A-20-1006, 6193-SRA-01-15-DR-A-20-1007, 6193-SRA-01-16-DR-A-20-1008, 6193-SRA-01-00-DR-A-20-1010, 6193-SRA-01-00-DR-A-20-1011, 6193-SRA-01-00-DR-A-20-1012, 6193-SRA-01-00-DR-A-20-1013, 6193-SRA-01-00-DR-A-20-1014, 6193-SRA-01-00-DR-A-20-1015, 6193-SRA-01-00-DR-A-20-1016 and associated covering letter stamped as received by the City Council, as Local Planning Authority, on the 17 August 2020.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

54) Prior to the first occupation of the residential element within phase one, the cycle provision as indicated on drawing 6193-SRA-01-00-DR-A-20-1004 stamped as received by the City Council, as Local Planning Authority, on the 17 August 2020 shall be implemented and retained and maintained in situ for as long as the development remains in use.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

56) Prior to the first occupation of the residential element within phase one, the car parking layout, as indicated on drawing 6193-SRA-01-00-DR-A-20-1004 stamped as received by the City Council, as Local Planning Authority, on the 17 August 2020 shall be laid out, demarcated and made available. The car parking layout shall be retained and maintained for as long as the development remains in use.

Reason - To ensure car parking is available for the residential element of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

Appendix 1 – List of consultees & neighbours notified

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Historic Landfill Site 250m Buffer -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (More) -

Area Team Boundary - Name: CITY1