

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137793/NMC/2023
Date registered valid: 7 August 2023
Proposal: Non material amendment to planning permission 132199/FO/2021 comprising of internal reconfiguration.
Address: Plot F , Great Jackson Street, Manchester, M15 4TH
Ward(s): Deansgate Ward

Applicant: Renaker Build Ltd
Agent (if any): Mr Cameron Radford Deloitte LLP
Case officer: Lucy Harrison
Tel: 0161 234 5795
Email: lucy.harrison@manchester.gov.uk

Recommendation: Approve

Date of recommendation:

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

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

This 0.88 ha site is bounded by Great Jackson Street, Pond Street and Owen Street. It is adjacent to the residential towers at Deansgate Square and Boatmans residential building, with Lumiere, The Nile and Medlock Place, all 8 and 10 storey residential buildings, to the north east. City South, a five to eight storey apartment block, is to the east; vacant warehouses (Plot G) and a concrete batching plant to the south; and a marketing suite and vacant industrial units to the west and north west respectively.

Much of the area has been redeveloped with the four towers of Deansgate Square (37 to 64 storeys) to the north and Crown Street (21 to 52 storeys) to the west. Two further towers are being constructed at Crown Street phase two which include a school and park. However, the area still includes cleared sites, light industrial uses and the Gaddum Centre office building. Castlefield Conservation Area is c.250m to the north west and there are listed buildings nearby, including: the former Bridgewater Canal Company offices (Grade II) at the junction of Chester Street/Great Jackson Street; the Floodgate at Knott Mill Bridge; the Boundary Stone on Knott Mill Bridge; the Roman Catholic Church of St Wilfrid, George Street, Hulme; and the School House, Jackson Crescent, Hulme.

The site was granted planning permission for the following under planning reference 132199/FO/2023:

Full planning permission for the demolition of existing structures and the erection of two 51-storey residential buildings (Use Class C3) across two phases, including residential amenity facilities, basement car parking, landscaping and public realm, servicing and access arrangements, highways alterations, and associated works.

Description of development

The proposal seeks the following changes to the scheme:

Condition 2 – Revised plans

Plot F1

- Level 01 – Back of house (BOH) management space replaced with resident amenity space.
- Level 02 – Removal of one apartment (bedroom type 02) and replacement with BOH management space.
- Levels 49 and 50 – Floorplan reconfigured to accommodate one additional apartment.

Plot F2

- Ground Floor - One external door from amenity to private resident garden removed.
- Level 01 - BOH management space replaced with resident amenity space.
- Level 02 – Removal of one apartment (bedroom type 02) and replacement with back of house management space.
- Levels 49 and 50 – floorplan reconfigured to accommodate one additional apartment

The applicant has confirmed that the above changes would not result in any changes to the conclusions of the technical assessments that accompanied the original planning application. The proposed amendments would comply with the MCC Residential Design Quality Guidance space standards and result in the same number and percentage mix of apartments.

Conditions 38 and 67 – Electric Vehicle Charging

Conditions 38 and 67 of the original consent (132199/FO/2021) require the submission of an electric vehicle (EV) car parking strategy prior to occupation of each phase. These conditions require the provision of 20% EVC parking spaces from day one. The proposal is to amend the wording of the condition so that it enables:

- Electric Vehicle Charge (EVC) provision (7kW each) for 10% of the parking spaces on the opening year of the development;
- On-demand EVC provision for up to a further 10% throughout the lifetime of the development.

Consultations & Notification Responses

None required.

Issues

The proposed layout changes would maintain the same number of apartments but would result in two 1-beds being replaced with two 3-beds. The proposed amendments would continue to comply with the MCC Residential Design Quality Guidance space standards and are considered to be minor and of a non-material nature.

The applicant is seeking to amend how the EVCs are delivered to avoid over provision at day 1. If 20% of spaces were fitted with EVCs at day one, the applicant expects that the majority of these spaces would be used to accommodate a non-EVC car. Not only would this result in substantial cost for unused EVC hardware, but also risks installation of EVC technology that would become outdated prior to actually being required for its intended purpose. Delivery of all EVCs at day one would also give rise to substantial power supply requirements and may require a new sub-station. The applicant therefore wants to explore more efficient operational models that make use of smart management systems, such as energy diversification. This is a rapidly evolving sector that will benefit from a demand-led strategy, as it presents the opportunity to maximise efficiency of EVC capability whilst minimising power demand from the grid.

The operation of a demand-led system would allow the latest available charging technology to be installed as and when required. Installation itself can take place at short notice, with only a c.3 week lead in time between the request and installation of the necessary charging equipment and therefore would not result in a delay for residents. The re-wording of the EVC conditions (38 and 67) would allow provision for 10% of the spaces to be fitted with a 7kw fast charging point at day one, with the remaining car parking spaces being fitted with appropriate infrastructure to be adapted at a future date should demand be shown as part of the travel plan review (required by planning condition 36). The applicant has agreed to this wording.

Given the above, it is considered that all the amendments are minor and of a non-material nature and the application should be approved.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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

Appendix 1 – List of consultees & neighbours notified

Appendix 2 – Planning constraints

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

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

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

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: CENTRAL