



Paul Butler Associates

Planning, Development & Heritage Consultants

GGC Polygon Manchester Ltd

Cameron House, Brunswick Street,
Manchester, M13 9SG

Planning Statement

22 December 2021

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Job Number: 20.1451

Project: Cameron House, Brunswick

Client: GGC Polygon Manchester Ltd

File Name: Planning Statement

Document Preparation/Checking Record:

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Issued by:	Tom Flanagan MTCP MRTPI	Director	22.12.2021

Document Revision Record:

Issue No.	Date	Details of Revisions

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1. Introduction

- 1.1 This Planning Statement has been prepared by Paul Butler Associates on behalf of GGC Polygon Manchester Ltd. The statement has been provided in support of a full planning application relating to Cameron House, Brunswick Street, Manchester, M13 9SG.
- 1.2 Specifically the application relates to the ground and first floors of the building, and external elevations. The description of development is 'Changes to ground floor including provision of additional resident amenities and communal areas, provision of flexible use commercial unit (use class E) or additional residents communal area, removal of car parking, associated other works and elevational alterations'. The application can be considered an amendment to application 128340/FO/2020.

Structure of the Statement

- 1.3 In order to provide a clear understanding of the proposed development and its relationship with the surrounding area, this statement includes:
- A description of the application site and surrounding area.
 - A review of the application site's planning history and a summary of pre-application discussions between the design team and Manchester City Council officers.
 - An overview of the application proposal.
 - A review of the relevant national and local planning policy guidance.
 - An appraisal of the proposed scheme against its planning policy context and relevant planning issues.

Supporting Information

- 1.4 The planning application is supported by a series of planning drawings prepared by AudereBW Architects and the following documents:
- A Planning Statement prepared by Paul Butler Associates.

- A Waste Management Strategy prepared by Paul Butler Associates.
- A Design and Access Statement prepared by AudereBW Architects.
- A Transport Statement prepared by Axis.
- A Management Strategy prepared by CERT.
- A Construction Management Plan prepared by Recom.
- A Local Labour Strategy prepared by Recom.

2. The Application Site and Surrounding Area

The Application Site

- 2.1 The application site comprises Cameron House, Brunswick Street, Manchester, M13 9SG. The building is currently under construction although the shell and structure are complete.



Figure 1: View of Cameron House.



Figure 2: View of Cameron House.

- 2.2 The site is approximately 0.02 hectares in size and is located approximately 0.6 miles east of Manchester City Centre. It is roughly triangular in shape and is bounded on its three sides by highways: Stockport Road, Polygon Street and Brunswick Street. It is located next to an important roundabout that links the immediate area to the City Centre (to the west), Great Ancoats Street and Eastlands (to the east), Brunswick, Longsight and beyond the University and Hospitals (to the south).
- 2.3 Prior to the construction of Cameron House the site was a cleared site which was overgrown with vegetation.
- 2.4 The site is within the Central Manchester Regeneration Area. It is not located in a conservation area but is in close proximity to the grade II listed Apollo Theatre.

The Surrounding Area

- 2.5 The immediate surroundings of the application site are occupied by a mix of land uses. To the north of the site is Ardwick Green Park and beyond a mix of residential and commercial/industrial uses. To the east, and on the opposite side of Stockport Road, is the grade II listed Apollo Theatre and behind this the Apollo Business Park. To the south is the Brunswick Neighbourhood which includes an extensive area of housing, together with a local shopping centre on Brunswick Street and a parade of shops on Stockport Road. This area has recently been the subject of a large scale regeneration scheme which includes a new build mixed-use retail and apartment block on the opposite side of Polygon Street.
- 2.6 To the immediate west of the application site is a Tesco Express and Petrol Station, the Vallance Centre healthcare facility, a Sure Start Children's Centre and Medlock Primary School. Planning permission has recently been granted for a five storey apartment building on the land between the Petrol Station and the Vallance Centre.



Figure 3: The Vallance Centre.



Figure 4: Sure Start Children's Centre and Medlock Primary School.

- 2.7 Stockport Road (A6) and Hyde Road (A57) – arterial routes which are well served by numerous bus routes – run adjacent to the application site, whilst Piccadilly train station (and its Metrolink connections) and Ardwick station are within 1/2 mile. The area enjoys good access to other major arterial routes including Oxford Road and Upper Brook Street, as well as to the University of Manchester, Manchester Metropolitan University, Manchester Royal

Infirmery and Royal Manchester Children's Hospital. The site is within walking distance of Manchester City Centre and is accessible by walking and cycling.

- 2.8 Despite the site's edge of City Centre location, further investment and regeneration in the area is required with a number of parcels of derelict land in the vicinity. The redevelopment of the application site will provide significant regeneration benefits for the site and surrounding area, whilst acting as a catalyst for further investment.

3. Planning History and Pre-application Discussions

Planning History

- 3.1 There is an extensive recent planning history associated with the application site. Applications of note are set out below:

Application Reference: 128340/FO/2020

- 3.2 This full application was submitted in October 2020 for '*Creation of 6 apartments (Use Class C3a) at first floor, provision of extended cycle store, provision of a flexible use ancillary residents' amenity space and facilities or commercial units (Use Class E - shop, financial and professional services or office), and associated elevational alterations*'. The application was approved 18 December 2020.

Application Reference: 112531/NMC/2016

- 3.3 This non material amendment application was submitted in July 2016 for '*Non material amendment to planning permission 104931/FO/2014/N2 to allow elevational alterations, changes in materials together with alteration to roof deck*'. The application was approved on 3 August 2016.

Application Reference: 104931/FO/2014/N2

- 3.4 This full application was submitted by Paul Butler Associates on behalf of Polygon Street Ltd in February 2014 for '*Erection of 6 storey building to form 4 commercial units on the ground floor (Class A1/A2/B1a) and 39 apartments (Class C3) on upper floors with associated car parking and amenity space*'. The application was approved on 19 May 2014. This application, together with the proposals under applications 128340/FO/2020 and 112531/NMC/2016, is being delivered on site. Delivery of the development has progressed slowly for a variety of reasons including the ownership of the site changing on multiple

occasions. Following GGC Polygon Manchester Ltd's acquisition of the site there is a focus on completing the development in 2022.

Application Reference: 080508/FO/2006/N2

- 3.5 This full application was submitted by Paul Butler Associates on behalf of Saco Homes Ltd in February 2007 for *'Redevelopment of site to create a mixed use development comprising 52 apartments and 428sqm of commercial and food and drink uses (Class A1, A2, A3) at ground floor level with 37 car parking spaces'*. The application was approved on 28 April 2008.

Application Reference: 087512/OO/2008/N2

- 3.6 This outline application was submitted by Paul Butler Associates on behalf of Saco Homes Ltd in October 2008 for *'the erection of an 111 bed hotel, to a maximum height of 8 storeys, with associated facilities and a commercial unit Class A2/Class B1 (office), 51 car parking spaces on ground floor and basement, new vehicular access points to Polygon Street and taxi drop off point on Brunswick Street'*. The application was approved on 16 January 2009.

Application Reference: 098307/REP/2012/N2

- 3.7 An application to renew planning permission 087512/OO/2008/N2 was submitted in January 2012 and subsequently approved in October 2013.

Application 098307/REP/2012/N2

- 3.8 The proposed redevelopment of the Brunswick Neighbourhood located to the immediate south of the application site is of relevance to the scheme. A full application (Reference: 098307/REP/2012/N2) was submitted by Paul Butler Associates in February 2013 on behalf of Galliford Try Construction Ltd for *'selective demolition and clearance (including a number of residential, retail and other non-residential buildings) to allow the phased redevelopment and refurbishment of the Brunswick Neighbourhood, including the erection of 444 new*

residential dwellings (C3); the refurbishment of 839 existing homes; a new boulevard and new access roads, new car parking and service areas; a new mixed use building comprising of 4 retail units (A1 or launderette or A5), and a neighbourhood housing office (B1a) with 18 apartments (C3) above; a mixed use residential extra care home with 60 residential units, and a day care centre on part of the ground floor (C2/D1); the upgrading of Gartside Gardens; a new orchard; 25 new allotments; new boundary treatments; new open spaces; with associated infrastructure, landscaping and tree planting'. The application was approved on 30 May 2013 with large parts delivered including a new build mixed-use retail and apartment block on the opposite side of Polygon Street.

Pre-application Discussions

- 3.9 Prior to submission of this planning application, the design team have had various discussions with Manchester City Council officers. During these discussions the principle of the proposals were discussed and the application approach agreed. Subsequent email correspondence has also taken place regarding various matters. A meeting has also been held with Ward Councillors to discuss the principle of the proposals and the information required in support of the application.

4. The Proposed Scheme

- 4.1 The application principally relates to the ground floor and elevations of Cameron House and seeks approval for 'Changes to ground floor including provision of additional resident amenities and communal areas, provision of flexible use commercial unit (use class E) or additional residents communal area, removal of car parking, associated other works and elevational alterations.' The application can be considered an amendment to application 128340/FO/2020.

Ground and First Floors

- 4.2 Changes to the ground floor involve the provision of additional resident amenities including communal areas fronting Polygon Street and Brunswick Street, and a fitness suite on the Polygon Street / Brunswick Street corner. A co-working space to allow for residents to 'work from home' is included. Other facilities include a post-room and laundry with the ground floor also accommodating a plant room and sub-station. A large cycle store is also proposed (to provide 104 cycle spaces compared to 96 cycle spaces previously). A larger commercial unit (use class E) is proposed on the Stockport Road frontage. A flexible use for this unit is sought as either (use class E) or as an additional residents communal area. The above improvements to the development are in part facilitated by the removal of the car park at ground floor level which is discussed further below.
- 4.3 Following the removal of the car park at ground floor, the void / ventilation shaft at first floor within the concourse has been removed. In doing so, greater amenity space is provided to residents. The stair indicated within the commercial unit to first floor has been removed, due to the increase in the area of the unit. The removal of the stair has allowed for the increase in area of the existing Apartment 104 by approximately 8m², creating a more spacious living environment for future residents.

Elevations

- 4.4 Like the previous scheme the application proposes a limestone effect plinth and columns to create elevation bays. Adjustments are made to the elevations to reflect the internal

alterations and changes to the functions proposed. With regards to Polygon Street, the removal of the car parking and associated access, together with the utilisation of this space for further residents' amenities, allows for additional glazing to be provided with enhanced activity and interaction with the street. Similarly additional glazing is provided to the Brunswick Street elevation which will improve the relationship with the surroundings and provide passive surveillance and natural policing. Where new and altered windows are provided these have been designed to respect the proportions and rhythm of the overall building. The elevational alterations are discussed in more detail within the submitted Design and Access Statement.

Car Parking

- 4.5 The alterations at ground floor highlighted above will remove the previously proposed internal car parking provision of 20 car parking spaces. Two disabled on street car parking bays will be provided however on the north side of Polygon Street together with a loading bay. The application is supported by a Transport Statement which outlines the accessible nature of the application site and explains the 'car-free' nature of the development. A Management Strategy is also submitted which will promote sustainable and environmentally friendly travel by future residents. These documents are discussed in further detail at Section 6 of this Statement.

5. Planning Policy Context

5.1 Planning policy guidance of relevance to the proposed development, and which provides the context for its assessment, is set out within the following documents:

- The National Planning Policy Framework (NPPF); and,
- The Development Plan for Manchester.

National Planning Policy Framework (NPPF)

5.2 The revised National Planning Policy Framework (NPPF) was published in July 2018 (and updated July 2021), and sets out the government's planning policies and how these are expected to be applied. It replaces the Framework published in March 2012, however a presumption in favour of sustainable development continues to be at the heart of the NPPF which ensures that development is pursued in a positive way.

5.3 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

5.4 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

Delivering Sustainable Development

- 5.5 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework. The NPPF is split into 17 chapters, the chapters of relevance to this development are discussed below.

Delivering a sufficient supply of homes (Chapter 5) – paragraph 60 explains that in order to support the government’s commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where strategic policies are more than five years old. The five year supply should include an appropriate buffer. Where the local authority chooses to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan the buffer should be 10% to account for any fluctuations in the market during that year. In the event that there has been significant under delivery when measured against the Housing Delivery Test (November 2018 onwards) then a 20% buffer should be applied.

The NPPF is clear at paragraph 11 that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites or the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.

Paragraph 69 highlights that small to medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. Paragraph c) emphasises the importance of windfall sites and states local authorities should support their development through giving great weight to the benefits of using suitable sites within existing settlements for homes.

Building a strong and competitive economy (Chapter 6) - emphasises that the government is committed to ensuring that the planning system should help to support economic growth. It recognises that a poor environment and a lack of housing can act as a potential barrier to investment.

Ensuring the vitality of town centres (Chapter 7) - sets out that planning policies should define a network and hierarchy of town centres and promote their long term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters. The chapter also recognises that residential development often plays an important role in ensuring the vitality of centres and encourages residential development on appropriate sites.

Promoting healthy communities (Chapter 8) - the planning system should aim to achieve healthy, inclusive and safe communities. Planning decisions should aim to achieve places which promote, amongst other things, safe and accessible developments, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

Promoting sustainable transport (Chapter 9) - to protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities.

Paragraph 111 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highways safety, or the residual cumulative impacts on the road network would be severe.

Making effective use of land (Chapter 11) – the NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses.

Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land. Paragraph 120 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs. Further, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

Paragraph 123 states that local planning authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular they should support proposals to use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework.

The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 124 sets out that the planning system should support development that makes efficient use of land, taking into account the following:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

5.6 Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 130 that planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- Are visually attractive as a result of good architecture and appropriate landscaping.
- Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation.
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks.
- Create places that are safe, inclusive and accessible and which promote health and well-being.

5.7 Meeting the challenge of climate change, flooding and coastal change (Chapter 14) - this chapter emphasises the importance of securing reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change; and, in terms of flooding, development should be made safe without increasing flood risk elsewhere.

5.8 Conserving and enhancing the natural environment (Chapter 15) - the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, recognising the wider benefits of ecosystem services and minimising impacts of biodiversity and providing net gains in biodiversity where possible.

5.9 Conserving and enhancing the historic environment (Chapter 16) - this chapter sets out policies for the management of development affecting heritage assets. It advises that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage

asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

- 5.10 Decision making – guidance in paragraph 38 states that local planning authorities should approach decisions in a positive and creative way, making use of the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants. Decision-makers at all levels should seek to approve applications for sustainable development where possible.

Development Plan for Manchester

- 5.11 The Development Plan for Manchester comprises the following documents:

- Manchester Core Strategy Development Plan Document (July 2012);
- Saved policies of the Unitary Development Plan for Manchester (July 1995);
- The Guide to Development in Manchester Supplementary Planning Document and Guidance (April 2007);
- Providing for Housing Choice Supplementary Planning Document and Planning Guidance (September 2008);
- The Ardwick Local Plan (October 2007); and,
- Design for Access 2 (December 2003).

Manchester Core Strategy Development Plan Document (July 2012)

- 5.12 The Core Strategy, adopted in July 2012, sets out the long term strategic policies for Manchester's future development. The Core Strategy identifies 5 regeneration areas covering the entire city, with different issues, challenges and opportunities. The site is located within the 'Central Manchester Regeneration Area', which identifies various challenges for the area, including limited housing choice in some areas and limited scope for physical change.
- 5.13 Core Strategy objectives and policies of particular relevance to the proposed scheme include:

- Spatial Objective S03 'Housing' seeks the provision of a significant increase in high quality housing provision at sustainable locations to address demographic needs and support economic growth.
- Spatial Objective S06 'Environment' seeks to protect and enhance the natural and built environment of the city and ensure the sustainable use of natural resources; and, securing a high standard of design in all development proposals.
- Policy SP 1 'Spatial Principles' states that development should aid the creation of neighbourhoods of choice, and enhance/protect the built/natural environment, reuse previously developed land wherever possible and improve access to jobs.
- EC 8 'Central Manchester' states that Central Manchester is expected to provide approximately 14 hectares of employment land by 2027. Development will be promoted which has regard to design opportunities offered by key transport infrastructure such as the arterial roads including Stockport Road and Hyde Road.
- Policy H 1 'Overall Housing Provision' states that within inner areas in Central Manchester densities will generally be around 40 units per ha; and 90% of residential development will be on previously developed land. New residential development should take account of the need to: contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population; support growth of previously developed sites in sustainable locations; the scheme's design and density contributing to the character of the local area; make provision for useable amenity space, provision of parking for cars and bicycles, and providing appropriate levels of sound insulation; prioritise sites that are in close proximity to centres and public transport routes; and be designed to give privacy to both its residents and neighbours.
- H 5 'Central Manchester' states that over the lifetime of the Core Strategy Central Manchester will accommodate 14% new residential development, with priority given to high value, high quality residential development.

- H 8 'Affordable Housing' states that residential development of more than 15 units will be required to contribute to the 20% target for new housing provision to be affordable, unless there are circumstances where an exemption should apply.
- Policy C 8 'Local Centres' states that the provision of new small scale retail facilities will be encouraged where they would provide for local every day needs and would not be harmful to the vitality and diversity of nearby centres.
- Policy C 9 'Out of Centre Development' states that development of town centre uses in locations outside a centre or strategic location will be inappropriate unless it can meet certain criteria.
- Policy T 2 'Accessible area of opportunity and need' seeks to ensure that new development is accessible by walking/cycling/public transport; provided with appropriate car parking facilities; and, should have regard to the need for disabled and cycle parking.
- Policy EN 1 'Design Principles and Strategic Character Areas' requires that all developments follow the seven principles of urban design.
- Policy EN 3 'Heritage' states that new developments must preserve or enhance the character and setting of areas and buildings of acknowledged importance.
- Policy EN 4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' states that all developments must follow the principle of the Energy Hierarchy; to reduce the need for energy through energy efficient design and features; and, meet residual energy requirements through the use of low or zero carbon energy generating technologies.
- Policy EN 8 'Adaption to Climate Change' requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

- Policy EN 9 'Green Infrastructure' states that the Council will encourage developers to enhance the quality/quantity of green infrastructure, which will include green spaces and tree planting.
- Policy EN 15 'Biodiversity and Geological Conservation' states that new development will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity.
- Policy EN 18 'Contaminated Land and Ground Sustainability' states that the Council will give priority for the remediation of contaminated land to strategic locations.
- Policy EN 19 'Waste' states that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.
- Policy PA 1 'Developer Contributions' states that where needs arise the Council will seek to secure planning obligations, which will relate to the form of development and its current impact upon the surrounding area.
- Policy DM 1 'Development Management': sets out various issues that development should have regard to, including: appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas; effects on amenity; accessibility; community safety and crime prevention; adequacy of internal accommodation and external amenity space; refuse storage and collection; vehicular access and car parking; effects relating to biodiversity and landscape; green infrastructure; new residential development to meet as a minimum Code for Sustainable Homes Code Level 4.

5.14 The detailed assessment of the scheme within the following planning appraisal section confirms that the proposal accords with the above Core Strategy policies.

Saved Policies of the Unitary Development Plan for the City of Manchester (adopted 1995)

5.15 The UDP was superseded by the Core Strategy. However, a number of UDP policies have been 'saved'. Extant policies contained within the UDP which are relevant to the proposed scheme include:

- Policy E3.3 identifies the need to upgrade the appearance of the City's major radial routes, through encouraging new development of the highest quality.
- Area 8 Ardwick, Brunswick and West Gorton recognises that the predominant land use in the area is housing, that the quality of the environment is poor, that the area is poorly served by shopping and related services, with local people having limited access to shops.
- Policy DC7.1 seeks to ensure that new housing is accessible at ground floor level for disabled people where this is practicable.
- Policy DC14 seeks to ensure that the frontages and signage of commercial premises are in keeping with the character of the building and the surrounding area.
- Policy DC19 seeks to ensure that development does not have a detrimental impact upon the setting of listed buildings.
- Policy DC22.1 seeks to ensure that local pedestrian movements are not unacceptably inconvenienced by new development.
- Policy DC26 aims to minimise the adverse impact of noise on noise-sensitive developments.

5.16 As with the Core Strategy policies above, the detailed assessment of the scheme within the following planning appraisal section confirms that the proposal accords with all the saved UDP policies listed above.

Guide to Development in Manchester Supplementary Planning Document 2007 (SPD)

5.17 This document aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development that everyone wants to see in Manchester. The sections of the guide that have been considered in the development of the proposed scheme include:

- Section 1 'Creating a Sense of Place' aims to encourage the creation of places which are welcoming, inclusive, neighbourly, interesting and attractive.
- Section 2 'Design' provides guidance under 7 key principles recognised as being urban design characteristics which together create successful places.
- Section 3 'Accessibility' sets out design principles that will help to achieve accessible development and makes reference to the guidance document 'Design for Access 2' which provides detailed information on design standards.
- Section 4 'Environmental Standards' considers energy efficiency, the use of renewable energy and water and waste management.
- Section 6 'Parking Guidelines' promotes the sensitive location of car parking and secure cycle parking.
- Section 8 'Community Safety and Crime Prevention' promotes a safer environment.

5.18 The proposed redevelopment scheme has been designed in accordance with the design guidance outlined within this document.

Providing for Housing Choice Supplementary Planning Document 2008 (SPD)

5.19 This document provides guidance about the mix of housing provision required in Manchester to ensure everyone living in the City has the opportunity of a decent, affordable and accessible home and that the range of available housing supports economic growth and sustains neighbourhoods, attracting families and workers.

Ardwick Local Plan (2008)

5.20 Adopted in 2007, the Ardwick Local Plan sets out a 10 – 15 year strategy to address the area's social, economic and physical needs. The spatial regeneration of Ardwick has four key components which are:

- To redress the balance of arterial routes to better serve the local community whilst meeting the needs of the wider city region;
- Support for and development of key enterprise and employment locations, accessible to the local community and attracting related development, services and new demands for housing;
- To develop successful urban neighbourhoods and centres, to create attractive neighbourhoods with a balance of tenure and stock, the provision of appropriate amenities, and a stronger local centre for Ardwick at the Apollo end of Brunswick Street; and,
- Investment in the public realm including the promotion of avenues and providing attractive settings for the surrounding neighbourhoods.

Design for Access 2 (2003)

5.21 This is the Council's best practice guidance of inclusive design standard. This document has been considered in developing the scheme's design, with regards to internal layout arrangements, access and manoeuvrability, and car parking.

6. Planning Appraisal

6.1 Having regard to the relevant planning policy guidance in the previous section, the key material considerations against which the proposed scheme should be considered, and which are discussed in this section, include:

- Principle of Development
- Design and Heritage Considerations
- Residential Amenity
- Sustainable Development: Economic, Social and Environmental Benefits
- Highways, Accessibility and Parking
- Access for Disabled People
- Crime and Security Issues
- Servicing: Waste Management and Deliveries

6.2 Further details regarding the design of the development are provided in the Design and Access Statement prepared by Audere BW Architects.

Principle of Development

6.3 The proposed development can effectively be regarded as an amendment to planning permission 128340/FO/2020 and relates to alterations to the layout and uses at ground and first floors of the building, with associated works and elevational changes. Crucially the proposed development will assist in the delivery of the overall development, which has encountered a range of issues since construction works started, with previous owners and contractors facing financial difficulties.

6.4 The application proposal retains an active ground floor use with a commercial unit (use class E) fronting Stockport Road, and additional residents amenities and communal facilities including a fitness suite and co-working space now proposed which will contribute activity to the surrounding frontages. In this regard the removal of the previous internal car parking

will allow for greater activation and activity to be provided to Brunswick Street and Polygon Street which is beneficial in terms of design and security / safety.

- 6.5 The provision of additional residents amenities and communal facilities will enhance the attractiveness of the development for future residents who are expected to include economically active young families, couples, individuals and key workers who will contribute to the long term economic growth of the City; and, assist in revitalising this part of Ardwick to ensure that it becomes a 'Neighbourhood' of choice. The communal facilities will add to the well-being of residents and encourage social interaction helping to form a community within the scheme and the wider area.
- 6.6 As confirmed above, the current application will facilitate the delivery of the overall development. The development as a whole remains consistent with planning policy guidance which supports development that makes the best use of previously developed land within an urban setting and which is well located in terms of existing activities and infrastructure. The population of Manchester continues to grow which is placing increasing pressure on the existing housing stock. The need for additional housing is recognised by Core Strategy policies SO3, H 1 and H 5. The policy confirms a need for approximately 8,200 new dwellings in Central Manchester during the lifetime of the Core Strategy, which the overall scheme will make a positive contribution to once it is delivered.
- 6.7 It is further confirmed that the development of the site for a mixed use residential and commercial scheme is clearly already established by previous implemented approvals and therefore is acceptable in principle. There have also been no material changes to the local or national planning policy which affect this.

Design and Heritage Considerations

- 6.8 The application proposal involves minor external alterations to the ground floor of the building to facilitate the proposed changes to the layout and uses. There is no increase in the height or footprint of the building. The minor external works align with the overall design intent and do not significantly alter the overall architecture or appearance of the building. As discussed previously the introduction of additional windows is considered to be beneficial

in design terms improving the interaction with the surrounding streets and improved activity, passive surveillance and security / safety. The external works are highlighted within the Design and Access Statement and architectural drawings prepared by Audere BW Architecture.

- 6.9 Given the limited scope of works the proposed scheme will not have any material impact on the setting of the nearby grade II listed Apollo Theatre compared to the development approved by applications 128340/FO/2020, 104931/FO/2014/N2 and non-material amendment application 112531/NMC/2016.
- 6.10 For these reasons the scheme accords with policies S06, EN 1, EN3 and DM 1 of the Core Strategy; saved UDP policy DC19; and, policies contained within the Guide to Development in Manchester SPD.

Residential Amenity

- 6.11 With regards to the scheme's potential impact on residential amenity, two issues require consideration: whether the application will maintain a satisfactory level of amenity for neighbouring residents on Polygon Street; and, whether the design of the proposed scheme will ensure that future occupants are able to enjoy a satisfactory level of amenity.

Neighbouring Residents/Uses

- 6.12 The principle of a mixed use commercial and residential development on the site has clearly been established through planning permissions 104931/FO/2014/N2 and 128340/FO/2020. The changes to the ground floor uses which provide additional residents amenities and communal spaces will not have any adverse impacts for neighbouring residents. It is noted that residential apartments form a key element of the overall scheme, further confirming the acceptability and compatibility of the mix of uses. The removal of the internal car park from the scheme may have some positive impact for surrounding residents by removing the comings and goings associated with vehicles.

Future Occupants

- 6.13 The proposals will provide additional residents amenities and communal spaces which will enhance the overall quality of accommodation for future residents of the scheme, improving wellbeing and promoting a sense of community / interaction. As noted above the removal of the internal car park may also be associated with an amenity benefit by removing the comings and goings associated with vehicles.
- 6.14 The proposed scheme will not have a detrimental impact on the amenity of existing neighbours, businesses or future residents (on the contrary there will be enhancements); and, the provision of additional residents amenities and communal spaces will have significant benefits for future residents of the scheme. As such the scheme accords with Core Strategy policy DM 1, saved UDP policy DC26 and the Guide to Development in Manchester SPD.

Sustainable Development: Economic, Social and Environmental Benefits

- 6.15 The proposal will have high sustainability credentials as a result of the economic, social and environmental benefits that it will bring.

Economic Benefits

- 6.16 Importantly, and as noted previously, the application proposal will also support the delivery of the overall development. The delivery of the development will bring a number of economic benefits during and post construction, particularly in terms of job creation. The overall scheme also provides much needed housing which is identified as a key economic priority.
- 6.17 Together with creating job opportunities during and after the construction phase, the overall development will increase Council tax revenue, whilst existing and future retailers/businesses located in the surrounding area will benefit from increased footfall and spending in the local community. There are a number of sites and buildings in close proximity to the application

site that are derelict, vacant and rundown. The proposed development will act as a catalyst for further regeneration in this part of the city.

Social Benefits

- 6.18 The overall development will deliver high quality housing that will meet an identified need and contribute to the mix of housing types and sizes within the area. Specifically the proposals will provide additional residents amenities and communal spaces enhancing the overall quality of the residential accommodation and promoting interaction and a sense of community within the development.
- 6.19 The application supports the overall redevelopment of a derelict brownfield site and the delivery of the scheme which has encountered issues under previous ownerships. As well as being in close proximity to the Brunswick Neighbourhood and existing/proposed retail and leisure facilities, the site is located close to Sure Start Children's Centre, Medlock Primary School, Manchester High School of Arts, Ellen Wilkinson High School, the Vallance Centre healthcare facility, the University of Manchester, Manchester Royal Infirmary and Manchester City Centre and the array of facilities it has to offer. The site is also extremely well located in terms of its accessibility by all major non-car modes of transport.

Environmental Benefits

- 6.20 The overall scheme will have significant environmental benefits since it involves the redevelopment of a brownfield site which has been vacant for a considerable period of time, thereby potentially reducing development pressure on greenfield sites, and helping the Council to meet their 90% target for new development to be on previously developed land. The overall scheme is of a high quality design whilst public realm works will ensure that it has a positive impact on the streetscene and surrounding environment. The changes proposed to the ground floor of the scheme will increase glazing and activity to surrounding streets which is associated with increased passive surveillance / natural policing which will help to improve security and safety in the surrounding area.

- 6.21 In accordance with the provisions of the NPPF, the proposed scheme will contribute to the achievement of sustainable development through the delivery of positive economic, social and environmental benefits; and, will accord with Core Strategy policies, EN 4, EN 6, EN 8, EN 15 and DM 1.

Highways, Accessibility and Parking

- 6.22 A Transport Statement has been prepared by Axis which considers the trip generating potential of the site and the resultant impact on the highway network, and the accessibility of the site by non-car modes of transport. The Statement also provides a detailed assessment of the proposed removal of the internal car parking from the scheme. Based on a review of the site's excellent accessibility by non-car travel modes, in addition to an analysis of local car ownership levels, it is considered that in this instance the removal of car parking from the scheme can be justified in highway terms. Moreover the removal of the internal car parking and part of the proposed amendments will support the overall delivery of the development.
- 6.23 With regards to accessibility, the site is within walking distance of a considerable portion of Manchester City Centre and public transport infrastructure; there are numerous on-road cycle routes around the site and within the immediate area, whilst the entirety of Manchester City Centre is within the preferred maximum cycling distance; there are a high frequency of bus services which stop close to the site; and, the site is located in close proximity to Piccadilly train station and the train and tram services which operate from therein. Also, any occasional vehicular users/passers-by for the commercial unit would be able to use the on-street parking spaces provided on the southern side of Polygon Street. In addition two disabled car parking spaces are to be provided on the north side of Polygon Street and would cater for disabled residents, visitors, or customers of the commercial units. A loading bay is also provided to facilitate servicing of the development.
- 6.24 As set out in section 4 of the Transport Statement, a series of initiatives will be implemented as part of the proposed development to negate the need for car ownership amongst prospective residents, whilst at the same time encouraging the use of sustainable modes of transport. These measures and initiatives will include the following:

- All prospective residents considering moving into the proposed apartments would be made aware that there is no on-site car parking available and that permits for the local resident parking scheme would not be available. This would be a self-regulating initiative and will, by definition, mean that the apartments would be very unlikely to be attractive for those people for whom car parking is a necessity.
- The proposals would provide internal cycle parking for up to 104 cycles to park. Of these spaces, it is proposed that 5-10 bikes would be available as 'pool' bikes for hire, allowing residents to book / rent a bike and associated equipment for commuting, leisure or education trips. The remaining spaces would be for use by residents to park their own bicycles (2+ spaces per apartment). This provision would therefore serve to encourage cycling as a genuine and sustainable alternative mode of transport to the private car.
- Travel information packs would be prepared and distributed to all new residents upon first occupation and would include information such as:
 - Links to further information on the use of sustainable travel, such as the promotion of travel campaigns, events and literature. Example information includes details on walking initiatives e.g.: "walk your way to health" (www.whi.org.uk), cycling and national cycle week Proposed Mixed-Use Scheme 2-10 Stockport Road, Ardwick, Manchester Transport Statement 2875-01-TS02 20 December 2021 (www.sustrans.org.uk, www.bikeweek.org.uk) and sustainable transport information provided by TfGM (<https://tfgm.com/waystotravel>).
 - Walking and cycling maps showing local walking and cycling routes in relation to local facilities and amenities, such as health centres, schools, sports centres, pubs and cinemas;
 - Information on cycle provides and repair shops located within the local area;
 - Details and locations of the nearby Enterprise Car Club spaces. Currently, there are some 8 Car Club bays located within a 1.7km walk distance from the Site, located at Piccadilly Place (2 spaces, 1.2km), Samuel Ogden Street (2 spaces, 1.4km), Bloom Street NCP Car Park (1 space, 1.5km), Store Street (1 space,

1.5km), the Manchester Royal Infirmary (1 space, 1.6km) and Hathersage Road (1 space, 1.7km); and,

- Site specific public transport information explaining what basis can be taken to specific key destinations and providing information relating to any discounted travel season tickets.
- Encourage residents to sign up to the 'WalkBUDi' and 'BikeBUDi' schemes which offers a journey matching service for those who would like a walking / cycling partner to help build confidence, find new routes etc.
- Liaise with a local taxi firm to provide competitive rates for residents in case of emergency to replace the walk / cycle journey.
- Display Travel Noticeboards in staff welfare areas which also provide up to date public transport information and travel campaign literature, such as "walk your way to health" (www.whi.org.uk), cycling and national cycle week (www.sustrans.org.uk, www.bikeweek.org.uk) and national lift share day (www.liftshare.org/nlsd.asp).
- Set up residential and staff Bicycle User Groups (BUGs).
- Arrange cycle training and maintenance lessons through TfGM to raise confidence of residents and staff who wish to cycle.
- Offer an interest free cycle loan system to staff of the commercial premises via the DfT Cycle to Work loan scheme. This scheme allows for businesses to purchase new bicycles and bicycle equipment for staff and reclaim the VAT on this purchase. Staff can then effectively repay the costs of the purchase through a suitable 'salary sacrifice' agreement.

6.25 The above measures can be set out more formally within a Travel Plan to be secured via condition. In conclusion, the above measures would ensure that the scheme complies with Core Strategy policy T 2 and section 3 'Accessibility' of the Guide to development in Manchester SPD.

Access for Disabled People

- 6.26 The overall scheme including the proposed apartments have been designed in response to the requirements of Core Strategy policy DM 1, UDP policy DC10, section 3 'Accessibility' of the Guide to Development in Manchester SPD, and the City Council document 'Design for Access 2'. This ensures that the proposed scheme is inclusive and accessible to all, in particular disabled persons.
- 6.27 The standards set within 'Design for Access 2' (DfA2) are intended to be used on buildings/projects where Manchester City Council (MCC) are the lead or the client, or the building is owned by the Council. However, the design team were keen to ensure that the scheme was able to meet as many of the standards practically possible.
- 6.28 The current application does not involve any changes to previously identified disabled accessibility measures which ensure compliance with the standards set out in the DfA2 document and include:
- Level access is provided to the residential entrance on Brunswick Street, cycle store and bin store.
 - Level access is provided to the entrances to the commercial unit.
 - The internal decked walkway will be level on each floor.
 - The decked walkway and communal areas will be kept clear (as far as is possible) of obstructions, and will be provided with slip resistant floor covering.
 - A passenger lift which will provide access between the first floor and upper floors. The area in front of the lift will be kept clear of obstructions to allow access to the controls; illuminated and audible systems will be provided to identify floor levels; the lift will be fitted with timing devices and re-opening activators; and, call/control buttons will be positioned no higher than 900mm.

Crime and Security Issues

6.29 The overall scheme is being developed in accordance with the Crime Impact Statement (Version A 11 December 2013) prepared by Design for Security stamped as received by the City Council, as Local Planning Authority, on the 18 February 2014, which was approved by Condition 8 of planning permission 104931/FO/2014/N2. The same recommendations of the CIS will apply to the development. The CIS confirms that there are a series of positive aspects associated with the scheme in reducing the opportunities for crime and the fear of crime, including:

- Contributing to vitality and activity in the local area with increased activity.
- Natural surveillance of the communal entrance to the apartments on Brunswick Street.
- Ensuring the commercial accommodation is self-contained.

6.30 From a crime and security perspective, the scheme complies with the provisions of the NPPF, Core Strategy Policy DM 1, and Section 8 'Community Safety and Crime Prevention' of the Guide to Development in Manchester SPD.

Servicing: Waste Management and Deliveries

6.31 The servicing arrangements associated with the proposed development will not differ to those that were approved under the previous planning applications at the site (ref. 104931/FO/2014/N2 and 128340/FO/2020).

6.32 Specifically, the bin and recycling store for the whole development will be located in the south-western corner of the building on Polygon Street. Waste collection will take place through a door onto Polygon Street and is considered to be suitable for this purpose by virtue of its wide carriageway (for a one-way street) and the fact it is lightly trafficked.

6.33 Furthermore, it is also proposed that deliveries will take place from Polygon Street in a similar way to how waste collection will be made. The proposed development includes the

provision of a delivery / service bay located along Polygon Street to assist with loading / servicing thereby preventing disruption to any traffic movements along the street.

- 6.34 A Waste Management Strategy has been completed and forms part of the application. It confirms that waste management from the development will be in accordance with policies EN 19 and DM 1 of the Core Strategy, Saved UDP Policy DC22.1 and the Guide to Development in Manchester SPD.

7. Conclusion

7.1 The application proposal will have a positive impact on the local area and Ardwick. These benefits will include:

- Facilitating the redevelopment and full utilisation of a prominent and long-term vacant site, with a scheme of high design quality.
- Contributing to the regeneration and vitality of the area and increasing the diversity of housing types and tenures in the local area to aid the creation of a sustainable community. Additional residents amenities and communal spaces proposed as part of this application will further enhance the quality of accommodation.
- Complementing the regeneration of the Brunswick Neighbourhood.
- Providing employment opportunities through the construction and delivery of the development.

7.2 On this basis and as per the assessment provided within this Statement and other supporting information, it is concluded that the proposed scheme fully accords with national and local planning policy guidance. Paul Butler Associates are pleased to submit this planning application on behalf of GGC Polygon Manchester Ltd and look forward to working with Manchester City Council in progressing the application through to a positive determination.