

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132590/FO/2021

Date registered valid: 23 December 2021

Proposal: Reconfiguration of ground floor to form residential amenity space and communal areas, creation of commercial unit (use class E) or additional residents communal area following removal of car parking with associated elevational alterations.

Address: Cameron House , Brunswick Street, Manchester, M13 9SG

Ward(s): Ardwick Ward

Applicant: Mr Howard Lord GGC Polygon Manchester Ltd C/o Agent, , , ,

Agent (if any): Mr Tom Flanagan Paul Butler Associates 31 Blackfriars Road, Salford, M3 7AQ

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

Recommendation: Approve

Date of recommendation: 9 February 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 10 January 2022 Expired: 31 January 2022

Neighbour notifications

Printed: 10 January 2022 Expired: 31 January 2022

Site notice

Posted: Expired:

Press advert

Published: 18 January 2022 Expired: 8 February 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site is a triangular piece of land (approximately 0.165 ha) bounded by Polygon Street, Stockport Road and Brunswick Street. The topography of the site is relatively flat and is currently secured by a white hoarding. The site is located on a roundabout that links the immediate area to the City Centre, Great Ancoats Street And Eastlands along with Brunswick, Longsight and beyond.

Planning permission 104931 was granted on 2014 and works commenced at the site to implement the development. The main frame of the building is currently in situ, however, there is no exterior masonry or cladding on the building.

A further planning permission was granted in December 2020 for the 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

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

The immediate area to the application site is a mixture of uses. To the east of site is the Appollo Theatre, a grade II Listed Building. The Brunswick neighbourhood is located to the south west of the application site and is currently subject to a planning permission which will see large scale redevelopment/regeneration works across the whole area. To the north of the site is a petrol filling station whilst to the north east of the roundabout is Ardwick Green Park.

Beyond the immediate area to the application is the Apollo Business Park which is located behind the Apollo theatre.

Stockport Road and Hyde Road are major arterial routes within the City and are well served by public transport and have access to train links at Piccadilly and Ardwick Train station.

Description of development

Reconfiguration of ground floor to form residential amenity space and communal areas, creation of commercial unit (use class E) or additional residents communal area following removal of car parking with associated elevational alterations.

Consultations & Notification Responses

Local residents/public opinion – No comments received

Highway Services have raised no objections to the proposal to the development becoming car free and recognise the sustainable location. They acknowledged there is likely to be pressures on on-street parking as a result. Two disabled bays and a delivery bay are required to Polygon Street along with extensive highway improvement works which are detailed in the report.

Environmental Health – Details of fume extraction, opening hours, delivery hours, acoustic insulation, plant and refuse arrangements are required to be submitted.

Policy

Manchester Core Strategy (2012)

Relevant policies – SP1, EC8, H1, H5, H8, C8, C9, T2, EN1, EN3, EN4, EN6, EN8, EN9, EN15, EN18, EN19, PA1 and DM1

Unitary Development Plan (UDP) for the City of Manchester (1995)

Relevant saved policies – E3.3, AB1, DC7, DC14, DC19, DC22 and DC22.

Guide to Development in Manchester SPD (2007)

Principle

Planning permission 104931 established the principle of residential development at the site. This proposal seeks to re-purpose some of the internal ground floor accommodation previously identified for commercial purposes and car parking for commercial uses (Class E) and residential amenity spaces.

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.

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.

The proposal is considered to be acceptable in principle as it would help to re-imagine the ground floor layout of the development

Matters which require consideration as the external alterations to the scheme, impact on car parking, cycle provision and waste management arrangements. These matters are considered in detail below.

Visual amenity

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 natural surveillance. Where new and altered windows are provided these have been designed to respect the proportions and rhythm of the overall building.

Loss of car parking

The alterations at ground floor would remove the previously proposed internal car parking provision of 20 car parking spaces. Two disabled on street car parking bays would be provided on the north side of Polygon Street together with a loading bay.

The application site is considered to be in a highly accessible location in close proximity to the city centre and the wider range of public transport, employment, education and amenities. The loss of the car parking at the site would not in itself be unacceptable in such an accessible location. It is acknowledged that there are localised issues with on street parking congestion in the area, however, it is likely that the demographic of this development would not require the level of car parking previously shown and would utilise public transport.

Two disabled bays would be required and these would be provided along Polygon Street along with a loading bay. This would enabled specific user groups to be catered for.

There would also be a requirement to provide relevant traffic regulation order and footway improvements to ensure a safe pedestrian environment. There is also provision for new railways and bollards around the footways to ensure a safe pedestrian environment. There would also be provision of street trees.

Environmental Health considerations

The original proposal included ground floor commercial uses along with the car parking. The reconfiguration of the spaces and creation of resident amenity spaces, there needs to be details submitted to ensure that the noise transfer to the upper floor accommodation is acceptable. This should form part of the conditions of the approval along with agreeing the opening hours of spaces, deliveries and fume extraction. There would also be a requirement to agree commercial waste arrangements and those associated with the residential

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: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions about the density, siting and scale were discussed. The proposal is considered to be acceptable and in accordance with the development plan and therefore determined in a timely manner.

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

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Drawings 2066-ABWA-XX-00-DR-A-(10)-0001, 2066-2066-ABWA-Z1-GF-DR-A-(20)-0100, 2066-ABWA-Z1-01-DR-A-(20)-0100, 2066-ABWA-ZZ-ZZ-DR-A-(20)-0200, 2066-ABWA-ZZ-ZZ-DR-A-(20)-0201, 2066-ABWA-ZZ-ZZ-DR-A-(20)-0202, 2066-ABWA-ZZ-ZZ-DR-A-(38)-001 and 2066-ABWA-XX-XX-VS-A-(95)-1500 stamped as received by the City Council, as Local Planning Authority, on the 23 December 2021

Planning Statement prepared by Paul Butler Associates, Waste Management Strategy prepared by Paul Butler Associates, Waste Management Strategy prepared by Paul Butler Associates, Waste Management Strategy prepared by Paul Butler Associates, Management Strategy prepared by CERT, Management Strategy prepared by CERT and Local Labour Strategy

prepared by Recom stamped as received by the City Council, as Local Planning Authority, on the 23 December 2021

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Manchester Core Strategy (July 2012).

3) The commercial unit, gym and residents amenity spaces, as indicated on drawing 2066-ABWA-Z1-01-DR-A-(20)-0100 stamped as received by the City Council, as Local Planning Authority, on 23 December 2021, can be occupied as Class E (excluding convenience retail) or residents lounge and gym and for no other purposes of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first operation of the commercial unit to be implemented shall thereafter be the permitted use of that unit

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester (2012).

4) The commercial unit, as indicated on drawing 2066-ABWA-Z1-01-DR-A-(20)-0100 stamped as received by the City Council, as Local Planning Authority, on 23 December 2021, shall not be open outside the following hours:-

Monday to Friday 07:30 to 20:00

Saturday 08:30 to 20:00

Sunday 10:00 to 16:00

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

5) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00

No deliveries/waste collections on Sundays and Bank Holidays

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

6) (a) Prior to the first occupation of the ground floor commercial space, gym and residents lounge as indicated on drawing 2066-ABWA-Z1-01-DR-A-(20)-0100 stamped as received by the City Council, as Local Planning Authority, on 23 December 2021, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 dB (L_{aeq}) below the typical background (LA₉₀) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the ground floor commercial space, gym and residents lounge, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been

met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

7) Prior to the first use of commercial unit, residents lounge, co working spaces and gymnasium as indicated on drawing 2066-ABWA-Z1-01-DR-A-(20)-0100 stamped as received by the City Council, as Local Planning Authority, on 23 December 2021, a scheme of acoustic insulation for those spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively

(b) Prior to the first use of those spaces within phase D2, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

8) The bicycle store as indicated on drawing 2066-ABWA-Z1-01-DR-A-(20)-0100 stamped as received by the City Council, as Local Planning Authority, on 23 December 2021 shall be made available for 104 cycle spaces use prior to the first use of the ground floor uses hereby approved. The bicycle store shall then be available at all times whilst the development is occupied.

Reason - To ensure that there is adequate car and cycle parking for the development proposed when the building is occupied in order to comply with policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

9) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living, visiting and working at the development
- ii) a commitment to surveying the travel patterns of occupants and their visitors during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

10) Prior to the first use of the commercial unit, as indicated on drawing 2066-ABWA-Z1-01-DR-A-(20)-0100 stamped as received by the City Council, as Local Planning Authority, on 23 December 2021, details of any roller shutters to the ground floor uses shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each commercial units and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

11) The commercial unit or residents lounge as shown on drawing 2066-ABWA-Z1-01-DR-A-(20)-0100 stamped as received by the City Council, as Local Planning Authority, on 23 December 2021,, shall remain as one unit and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

12) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

13) The development hereby approved shall include for full disabled access to be provided to the communal walkways and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

14) Prior to the first use of the residents lounge, co working spaces and gymnasium as indicated on drawing 2066-ABWA-Z1-01-DR-A-(20)-0100 stamped as received by the City Council, as Local Planning Authority, on 23 December 2021, details of a scheme to extract fumes, vapours and odours from these spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required). The approved scheme shall then be implemented prior to the first occupation of each of these spaces and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the non residential spaces pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

15) Prior to the first use of the commercial units, residents lounge, co working spaces and gymnasium as indicated on drawing 2066-ABWA-Z1-01-DR-A-(20)-0100 stamped as received by the City Council, as Local Planning Authority, on 23 December 2021, details of the location and a waste management strategy for these spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented for as long as the development is in use.

Reason - To ensure adequate refuse arrangement are put in place for the non residential elements of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

16) Prior to the first use of the commercial units, residents lounge, co working spaces and gymnasium as indicated on drawing 2066-ABWA-Z1-01-DR-A-(20)-0100 stamped as received by the City Council, as Local Planning Authority, on 23 December 2021, a scheme of highway works and footpaths reinstatement/public realm for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority

This shall include the following:

- Creation of two disabled bay and loading bay to Polygon Street;
- Alteration, reinstatement and resurfacing of footways to Polygon Street, Stockport Road and Brunswick street;
- Installation dropped kerbs to Polygon Street/Stockport Road;
- Installation of railings at the crossing at Polygon Street/Stockport Road and at the crossing at Polygon Street and Brunswick Street;
- Creation of new crossing points to Polygon Street and Stockport Road including dropped kerbs and tactile paving;
- Installation of bollards along Polygon Street;
- Installation of Street trees, within tree pits, to Polygon Street; and
- Installation of double yellow lines to Polygon Street including associated Traffic Regulation Order (TROs).

The approved scheme shall be implemented and be in place prior to the first occupation of the commercial units, residents lounge, co working spaces and gymnasium hereby approved.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Transport For Greater Manchester

The Vallance Medical Centre, Wadeson Road, Manchester, M13 9UJ
Ardwick Green Tesco Service Station, Ardwick Green South, Manchester, M13 9XF
1N Beamish Close, Manchester, M13 9RP
Flat 6, 10 Polygon Street, Manchester, M13 9SG
Flat 9, 10 Polygon Street, Manchester, M13 9SG
Apollo Theatre, 1 Stockport Road, Manchester, M12 6BW
1B Beamish Close, Manchester, M13 9RP
Flat 7, 10 Polygon Street, Manchester, M13 9SG
Flat 17, 10 Polygon Street, Manchester, M13 9SG
The Vallance Dental Centre, The Vallance Medical Centre, Wadeson Road, Manchester, M13 9UJ
Panache Motor Co, 14 Hyde Road, Manchester, M12 6BW
Apollo Ballroom, Hyde Road, Manchester, M12 6BW
Vallance Centre Pharmacy, Wadeson Road, Manchester, M13 9UJ
15 Brunswick Street, Manchester, M13 9SU
4 Polygon Street, Manchester, M13 9SG
6 Polygon Street, Manchester, M13 9SG
2 Polygon Street, Manchester, M13 9SG
8 Polygon Street, Manchester, M13 9SG
14 Hyde Road, Manchester, M12 6BW
1K Beamish Close, Manchester, M13 9RP
1J Beamish Close, Manchester, M13 9RP
Flat 4, 10 Polygon Street, Manchester, M13 9SG
Flat 13, 10 Polygon Street, Manchester, M13 9SG
Flat 18, 10 Polygon Street, Manchester, M13 9SG
Flat 1, 10 Polygon Street, Manchester, M13 9SG
1E Beamish Close, Manchester, M13 9RP
1F Beamish Close, Manchester, M13 9RP
Flat 3, 10 Polygon Street, Manchester, M13 9SG
Flat 5, 10 Polygon Street, Manchester, M13 9SG
Flat 14, 10 Polygon Street, Manchester, M13 9SG
1D Beamish Close, Manchester, M13 9RP
1L Beamish Close, Manchester, M13 9RP
1H Beamish Close, Manchester, M13 9RP
Flat 2, 10 Polygon Street, Manchester, M13 9SG
Flat 11, 10 Polygon Street, Manchester, M13 9SG
1A Beamish Close, Manchester, M13 9RP
Flat 8, 10 Polygon Street, Manchester, M13 9SG
1C Beamish Close, Manchester, M13 9RP
1M Beamish Close, Manchester, M13 9RP
Flat 10, 10 Polygon Street, Manchester, M13 9SG
Flat 12, 10 Polygon Street, Manchester, M13 9SG
Flat 15, 10 Polygon Street, Manchester, M13 9SG
Flat 16, 10 Polygon Street, Manchester, M13 9SG

Appendix 2 – Planning constraints

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

Flood Zones Type 2 (low to medium risk) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: NORTH2