

Planning

Growth & Development

Delegated officer report for planning application

Application no. 129853/FU/2021

Date registered valid: 9 April 2021

Proposal: Change of use of vacant building to safe deposit centre (Class B8)

Address: 28 Mason Street, Manchester, M4 5FT

Ward(s): Piccadilly Ward

Applicant: Mr Stephen Turner, Associated Security Solutions Security House, 25 Addington Street, Manchester, M4 5EU

Agent (if any): Mr Niels Skovgaard, Warburton Associates, The Old Police Station, 62 Chapel Street, Salford, Manchester, M3 7AA

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 12 May 2021

Application details

Type of application: Change of use Consent

Development type: Change of use

Date of site visit: 21 April 2021

Standard consultations:

Printed: 14 April 2021 Expired: 5 May 2021

Neighbour notifications

Printed: 14 April 2021 Expired: 5 May 2021

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site relates to a large, vacant, double height, pre-fabricated warehouse unit situated on land bounded by Marshall Street to the north, Cross Keys Street to the east, Addington Street to the south and Mason Street to the west.

The building is of part brick, part metal panel construction and incorporates a dual pitched roof and three roller shuttered doors across its main frontage.

Along the Addington Street frontage, the site incorporates an informal car park and service area for approximately 10 cars, with access achieved from both Mason Street and the corner of Addington Street and Cross Keys Street. The site is enclosed by palisade fencing approximately 1.8 metres in height.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The site is situated within a mixed-use area within the New Cross Regeneration Area a short distance from the main arterial route of Oldham Road.

The immediate area comprises of a number of surface level car parks, hotels and a number of multi-storey, office buildings and industrial warehouse buildings of varying heights. The area has been earmarked for future mixed use expansion of the city centre with the New Cross area undergoing significant regeneration over the coming years as a result of its close proximity to

the City Centre through the implementation of the New Cross Development Framework which envisages large scale residential development.

The area is developing progressively, with the area to the south, east and west incorporating recent hotel developments, new build residential apartments and residential conversions. The area to the north mainly comprising warehouse buildings which remain as part of the site's industrial legacy, but with the area expected to come forward for residential redevelopment as part of the Framework objectives.

Description of development

Planning permission is sought for the change of use of a vacant building to that of a safe deposit centre (Class B8). No external alterations are proposed. The car park area will remain as existing.

The building is proposed to be used in association with an existing premises 'Associated Security' (A.S.) Trading situated diagonally opposite the site along Addington Street.

The proposed use is for safe storage safe deposit box hire.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – Conditions are recommended in relation to hours of use and compliance with the submitted waste management strategy.

Highway Services - This city centre site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus, tram and train.

It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

The existing ten parking spaces are being retained and this level of provision is acceptable when compared to core strategy standards for B8 use. It is recommended that some secure cycle storage is also provided.

Vehicle accesses are to be maintained from Mason Street and Cross Keys Street and existing pedestrian access retained which is acceptable to Highways.

In the absence of any servicing information, it is assumed that this will take place from the forecourt.

Waste management arrangements are to be retained with bins stored in the rear yard and collection taking place from Cross Keys Street and this is acceptable from a highway perspective.

Flood Risk Management - The change of use does not result in a change in Flood Risk Vulnerability Classification. It does not require any mitigation measures. No conditions required.

Strategic Development – No comments on the proposal. The longer-term future of the site can be discussed separately with the site owner.

Planning History

110103/FO/2015/N1

Elevational alterations involving installation of ventilation louvres, and the reintroduction of fire exit doors to Mason Street and Marshall Street elevations. *Approved 2 December 2015.*

109187/FO/2015/N1

Change of use from a skateboard park (Use Class D2) to an innovation centre (Use Class B1b). *Approved 20 August 2015.*

078767/FO/2006/N1

Change of use of industrial unit to skateboard park with ancillary club shop. *Approved 30 May 2006.*

028578

Change of use and single storey extensions to exhaust and tyre depot to form warehouse and wholesale distribution depot. *Approved 7 April 1987.*

025352

Change of use to wholesale distribution warehouse, recladding of building and replacement of boundary fencing. *Approved 13 November 1985.*

048446/FU/NORTH2/95

Change of use from warehouse to photographic studio. *Approved 26 September 1995.*

F12761

Retention of building as warehouse. (Previously approved to 31.12.78. under ref: F01107). *Approved 25 September 1980.*

F01107/LA

Retention of building as warehouse for wholesale fruit and vegetable storage. *Approved 11 October 1974.*

F00720

Use of vacant warehouse for plant repairs. *Approved 19 July 1974.*

Policy

The following policy and guidance is considered relevant to the consideration of this application.

- Saved policy DC26 of the UDP;
- Policies DM1, T2, SP1, EC1-3, CC1 EN17 and EN19 of the Core Strategy.
- New Cross Neighbourhood Development Framework (July 2015)
- City Centre Strategic Plan
- Manchester Strategy (January 2016)

- National Planning Policy Framework;

Issues

Principle

In this case, it is believed that in light of the surrounding context, the proximity of other businesses uses, the proposed use of the building and associated levels of activity would not be too dissimilar to the existing authorised Class B1 use.

Whilst the proposed use does not necessarily align with the long terms objectives for the area as part of the New Cross Framework, the host building is an existing business premises which more readily associates with the relatively undeveloped northern part of the New Cross area which presently comprises a number of commercial warehouse uses.

Given the existing use of the site, the proposed use is considered an appropriate interim use, with the objectives of the New Cross Framework to come forward as part of the natural progression of the area in the medium to long term for residential redevelopment and complimentary business uses.

Residential Amenity

With the exception of the Marriot Hotel opposite to the south, there are no residential properties within an immediate proximity of the site. Given the authorised use of the site, the low key nature of the proposed activities, it is not anticipated that the proposed use would give rise to any significant effects in terms of levels of activity, noise and disturbance.

Moreover, the area is a busy environment, forming an extension of city centre, with the site situated adjacent to a busy, arterial route which high levels of through-traffic. Therefore due to existing background noise levels, the impact of the proposed use is unlikely to be detectable.

Visual Amenity

No change are proposed to the exterior of the building. The impact to visual amenity will therefore be neutral.

Impact to the Highway

The proposed use will involve 3 full time and 1 part time members staff, with visitors to the premises arriving on an appointment only basis, with no more than 7 customers at the premises at one time, but typically only 2 customers.

The existing car park can accommodate 10 cars, with 6 of the spaces to be given over to customers, with the remaining spaces for staff use.

Given than the proposed use is likely to generate far less traffic movement and parking demand than the former warehouse use and with vehicles to be reduced in size from lorries to private cars and with less servicing demands, the impact to the highway is unlikely to generate a significant increase in the level of vehicular trips or a level of trips beyond the authorised use of the building. As such, the impact to the highway can be readily sustained. Highway Services raise no objection in this regard.

In addition, the site is within a short walking distance of the main city centre, with access to a range of public transport options. On this basis, given the level of off-road parking provision, low

level of anticipated vehicular movements and parking demand, coupled with the sustainable location of the site, the impact to the highway is considered satisfactory

Waste Management

A waste storage area is proposed to the existing car park. The submitted waste management strategy demonstrates an appropriate level of provision and sufficient spaces for the number of receptacles required. Environmental Health and Highway Services are satisfied with the proposed arrangement and servicing means.

Climate Change

No increase in floorspace is proposed. Given that the proposed use is likely to result in a reduction in vehicular trips as opposed to the former business use, it is not considered that there would be significant change in air quality as a consequence of vehicular emissions, due to the busy, commercial context of the site and existing, authorised operations.

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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 referenced 5561/01, 5561/04, 5561/05 and 5561/07 received by the City Council as Local Planning Authority on 26 March 2021 and 9 April 2021 respectively.

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

3) The use hereby approved shall only be implemented in accordance with the waste management strategy pro forma and waste site plan referenced 5561/07, received by the City Council as Local Planning Authority on 9 April 2021. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies DM1 and SP1 of Manchester's Core Strategy.

4) The premises shall not be open outside the following hours:

08.00 to 18.00 hrs Monday to Friday;

09.00 to 14.00 hrs Sundays and Bank Holidays.

Reason - To safeguard residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

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

07.30 to 20.00 Monday to Saturday.

No Deliveries, servicing and all collections, including waste collections shall take place on Sundays and Bank Holidays.

Reason - To safeguard the amenities of nearby residential occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC

Flat 13, 32 Mason Street, Manchester, M4 5EY
Flat 12, 32 Mason Street, Manchester, M4 5EY
Flat 11, 32 Mason Street, Manchester, M4 5EY
Flat 10, 32 Mason Street, Manchester, M4 5EY
Flat 9, 32 Mason Street, Manchester, M4 5EY
Flat 8, 32 Mason Street, Manchester, M4 5EY
Flat 7, 32 Mason Street, Manchester, M4 5EY
Flat 6, 32 Mason Street, Manchester, M4 5EY
Flat 5, 32 Mason Street, Manchester, M4 5EY
Flat 4, 32 Mason Street, Manchester, M4 5EY

Flat 3, 32 Mason Street, Manchester, M4 5EY
Flat 2, 32 Mason Street, Manchester, M4 5EY
Flat 1, 32 Mason Street, Manchester, M4 5EY
AC By Marriott Manchester City Centre, 15 Mason Street, Manchester, M4 5FT
Second Floor, 30 Mason Street, Manchester, M4 5EY
Ground Floor, 46 Marshall Street, Manchester, M4 5FU
Basement, 46 Marshall Street, Manchester, M4 5FU
Third Floor, 46 Marshall Street, Manchester, M4 5FU
Second Floor, 46 Marshall Street, Manchester, M4 5FU
First Floor, 46 Marshall Street, Manchester, M4 5FU
MANCHESTER ACADEMY UK, First Floor, 30 Mason Street, Manchester, M4 5EY
Third Floor Left Unit 9, 30 Mason Street, Manchester, M4 5EY
Third Floor Right Side Unit 10, 30 Mason Street, Manchester, M4 5EY
Basement Unit 2, 30 Mason Street, Manchester, M4 5EY
Basement Unit 1, 30 Mason Street, Manchester, M4 5EY
Basement, 30 Mason Street, Manchester, M4 5EY
Second Floor Unit 8, 30 Mason Street, Manchester, M4 5EY
Second Floor Unit 7, 30 Mason Street, Manchester, M4 5EY
Ground Floor, 30 Mason Street, Manchester, M4 5EY
30A Mason Street, Manchester, M4 5EY
46 Marshall Street, Manchester, M4 5FU
30 Mason Street, Manchester, M4 5EY
John Swift Building, 19 Mason Street, Manchester, M4 5FT

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH1