



Paul Butler Associates

Planning, Development & Heritage Consultants

Crown Advisory Limited

16-18 Hyde Road, Ardwick

Planning and Heritage Statement

24 April 2023

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Professional Planning, Development & Heritage Advisors since 1992.

Our professional staff are Members of the Royal Town Planning Institute (RTPI) or the Chartered Institute for Archaeologists (CIfA)

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Job Number: 22.1768

Project: 16-18 Hyde Road, Ardwick

Client: Crown Advisory Ltd

File Name: 2023 Planning Statement

Document Preparation/Checking Record:

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Document Revision Record:

Issue No.	Date	Details of Revisions

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Appendix 1: Apollo Theatre: Listed building description

1. Introduction

Purpose of this Statement

- 1.1 This Planning and Heritage Statement has been prepared by Paul Butler Associates on behalf of the applicant, Crown Advisory Ltd. The statement is submitted in support of a full planning application on land at 16-18 Hyde Road, Ardwick, Manchester, M12 6BW (hereafter referred to as the Site or the Application Site).
- 1.2 The application comprises the construction of a 7,428sqm self-storage facility (Class B8 use) with associated access, parking and landscaping.
- 1.3 This statement will provide an overview of the development proposals, summarise the results of the various technical studies and assess the proposals against adopted national and local planning policy.

Documents submitted with the Planning Application

- 1.4 The planning application is accompanied by a series of drawings prepared by Create It Studios and the following documents in line with Manchester City Council's validation checklist.

- 1.5 Supporting Documents

- Completed Application Form (Paul Butler Associates);
- Design and Access Statement (Create It Studios);
- Drainage Strategy (Brennan Consult);
- Preliminary Risk Assessment (Groundtech Consulting);

- Transport Assessment (Axis);
- Waste Management Strategy (Axis);
- Environmental Standards Statement (Watt Consulting);
- Crime Impact Statement (Greater Manchester Police Design for Security).

Structure of this Statement

1.6 The remainder of this statement is structured as follows:

- Section 2 examines the characteristics of the Site and surrounding area;
- Section 3 presents the proposed development for which planning permission is sought;
- Section 4 reviews the relevant national and local planning policy and guidance;
- Section 5 appraises the scheme against the Development Plan and all other material considerations;
- Section 6 concludes the statement by providing an overall summary of the case for granting planning permission.

2. The Application Site and Surrounding Area

The Site

- 2.1 The Site is located at 16-18 Hyde Road, Ardwick, Manchester, M12 6BW. The site location is illustrated below.



Figure 2.1: Site Location

- 2.2 The site previously accommodated an industrial / manufacturing unit, however the building was the subject of a fire in 2018. The site is currently occupied by a couple of temporary structures and operates as a vehicle repairs / car sales facility. The majority of the site is occupied by parked vehicles.

- 2.3 The site is roughly square in shape and approximately 0.3 hectares in size. There is a slight rise in the topography from the north / south and to the midpoint of the site. The site comprises a large area of concrete hardstanding with two small temporary structures.
- 2.4 The site lies between Hyde Road and Apsley Grove and is positioned adjacent to commercial accommodation. To the east is a large warehouse and several commercial / retail units, with associated car parking to the south of site. To the west is a redbrick building that is occupied by 'Panache Autocentre' and provides motor vehicle repair and servicing. Beyond this is the O2 Apollo Theatre, a live entertainment venue which is Grade II listed. A variety of materials are prevalent in the surrounding area, ranging from redbrick used on the older buildings to blockwork and metal cladding on more recent buildings.
- 2.5 Vehicular and pedestrian access to the site is currently off Hyde Road. There is a pedestrian walkway outside of the site and adjacent to the east boundary, which provides access between Hyde Road and Apsley Grove. The site is located approximately south-east of Manchester City Centre. The surrounding area is characterised by large commercial buildings and some two storey residential terraced housing.

Site Photos

- 2.6 Photos of the application site and surrounding area are included below.



Figure 2.2: View of the application site from access on Hyde Road.

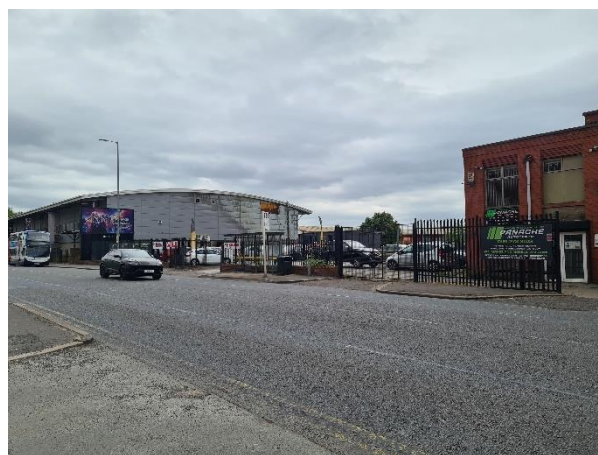


Figure 2.3: View of the application site from Hyde Road (northern side).



Figure 2.4: View of rise in topography of the site.



Figure 2.5: View of the site from Apsley Grove.



Figure 2.6: View of the site from Apsley Grove showing pedestrian walkway to the east of the site.



Figure 2.7: View of the adjoining commercial building to the east.

Environmental Information

Air Quality

- 2.7 Manchester City Council (MCC) has declared an Air Quality Management Area (AQMA) due to exceedances of the annual mean Air Quality Objective (AQO) for nitrogen dioxide (NO₂). Figure 2.8 below, shows the location of the site in relation to the AQMA boundary.

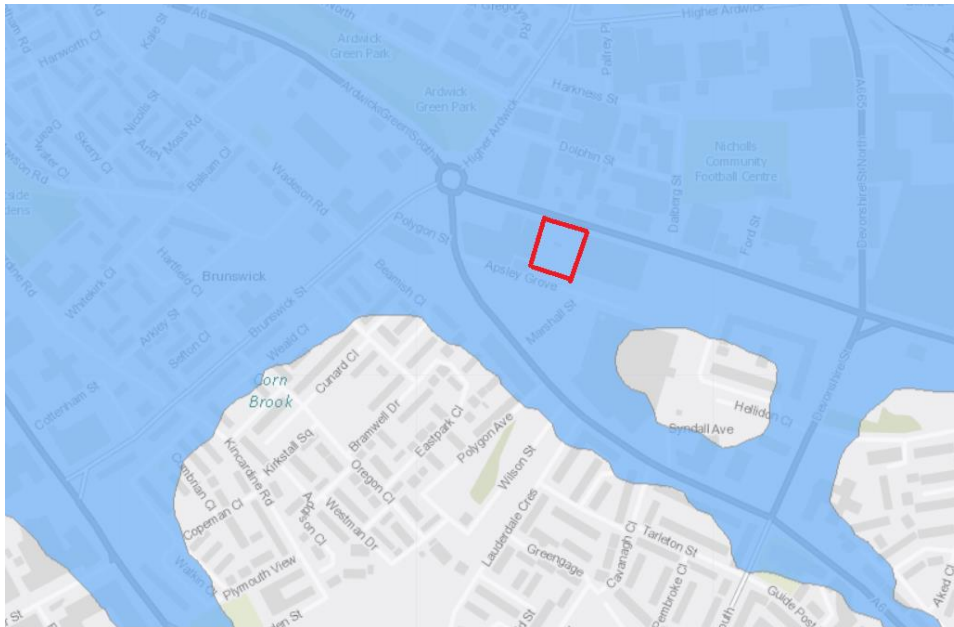


Figure 2.8: Manchester City Air Quality Management Area, site location shown in red.

Flood Risk

- 2.8 The site is located in Flood Zone 1, the lowest risk of flooding. The building adjacent to the east and parts of the surrounding area are located in Flood Zone 2. This is illustrated in the Environment Agency (EA) flood map for planning below.

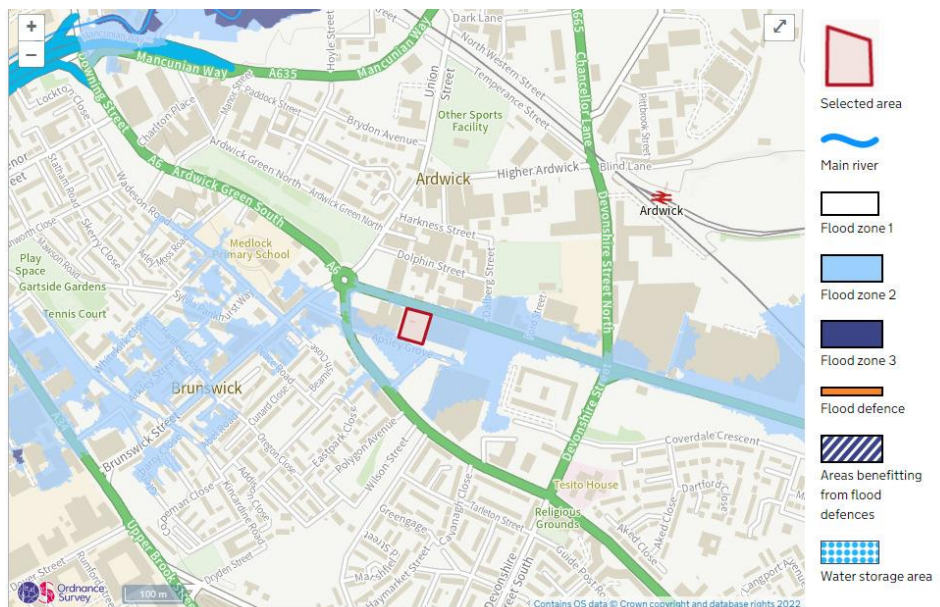


Figure 2.9: EA flood map

Planning History

2.9 The planning history associated with the application site is outlined in the table below.

Planning Ref.	Description of Development	Decision / Date
093540/FO/2010/N2	Change of use of existing knitwear factory (Use Class B2) to function halls (Use Class D1) and restaurant (Use Class A3) and associated car parking.	Approved 23.09.2010
055450/FO/CENTL2/98	Retrospective application for the change of use of warehouse to knitwear factory with elevational alterations and installation of roller shutter doors to the Apsley Grove and Hyde Road frontage.	Approved 21.04.1999
046730/FU/CENTL2/94	Change of use of existing buildings to knitwear factory.	Not proceeded (1995)

Table 2.1: Planning History

3. The Proposed Development

- 3.1 The proposed development is for the construction of a self-storage facility with a total floorspace of 7,428 sqm. The proposal accommodates 20 car parking spaces (including 2 that are DDA compliant), with 4 spaces accessible from Hyde Road to the north of the site and 16 spaces accessible from Apsley Grove to the south. The larger car park also accommodates bin store facilities and 10 cycle spaces, whilst tree planting is proposed adjacent to Hyde Road.
- 3.2 The main reception area to the building is accessed from Hyde Road. Disabled access into the building is also gained from the Hyde Road side via a ramp which takes users to a side entrance. The Hyde Road elevation comprises the principal elevation which will display the signage for the building. A glazed frontage is proposed alongside the metal cladding which comprises the façade finish for the majority of the building. The roof will be constructed from metal and will also contain an array of solar panels.
- 3.3 Due to the topography across the site, the rear entrance from Apsley Grove sets the ground floor level for the development with two roller shutters providing access from a covered loading bay. There are then 3 further levels of floorspace accommodating 1857sqm per level.
- 3.4 The reception will be open between 8am and 6pm daily, whilst the facility will be accessible to customers 24 hours a day, 7 days a week.
- 3.5 The application proposals are presented in detail in the supporting plans and Design and Access Statement prepared by Create It Studios.

4. Planning Policy Context

Introduction

- 4.1 This section of the statement sets out the local and national planning policy context relevant to the determination of this planning application. An appraisal of how the proposal relates to the key planning considerations relevant to the Site is set out in section five of this statement.

The Development Plan

- 4.2 Section 38(6) of the Town and Country Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. In the case of Manchester City Council the adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

Manchester City Council Core Strategy (2012)

- 4.3 The Core Strategy was adopted in July 2012 and sets out the long term strategic policies for Manchester's future development. The site is located within the 'Central Manchester Area'.
- 4.4 The area is home to some of the City's major economic assets and is characterised by diverse communities ranging from the very disadvantaged to the quite well-off.
- 4.5 The Core Strategy identifies a range of 'challenges' facing the area, which include:
- High levels of worklessness.

- Deprivation concentrated by neighbourhood, rather than whole wards.
- Limited housing choice in some areas.
- Limited scope for physical change.
- Congestion along key arterial routes into the city centre.

4.6 The policies of the Core Strategy which are considered relevant to the scheme are outlined in the following section. The spatial objectives which underpin the policies in the plan are examined first.

Spatial Objective SO1 'Spatial Principles' - states that the sustainable development of the city can contribute to halting climate change.

Spatial Objective SO2 'Economy' - supports a significant further improvement of the city's economic performance to spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

Spatial Objective SO5 'Transport' - seeks to improve the connectivity of the city through sustainable transport networks.

Spatial Objective SO6 'Environment' - seeks to protect and enhance the natural and built environment of the city, ensure the sustainable use of natural resources, and secure a high standard of design in all development proposals.

Policy SP1 'Spatial Principles' - the policy sets out the key spatial principles which will guide the strategic development of Manchester to 2027.

EC 1 'Employment and Economic Growth in Manchester' - the policy outlines the key locations for major employment growth which include the Regional Centre, Manchester City Centre and the City Centre fringe.

Policy EC 8 'Central Manchester' - aims to improve provision of and access to employment uses within Central Manchester, including improving public transport, walking and cycling connectivity between residential neighbourhoods and employment locations.

Policy T 1 'Sustainable Transport' - states that the Council will support proposals that deliver a sustainable, high quality, integrated transport system to encourage a modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

Policy T2 'Accessible areas of opportunity and need' - new development will be actively managed to ensure that new development is easily accessible to the city's main economic drivers and is easily accessible by walking, cycling and public transport.

Policy EN1 'Design Principles and Strategic Character Areas' - sets out that opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial road routes.

Policy EN3 'Heritage' - requires that new development should preserve or where possible enhance the historic environment, the character, setting, and accessibility of areas and buildings of acknowledged importance.

Policy EN4 '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 EN14 'Flood Risk' - the policy reiterates the sequential risk based approach to the location of new development required by national planning policy and expects all new development to minimise surface water run-off, including through the provision of Sustainable Drainage Systems and the appropriate use of green infrastructure.

Policy EN15 'Biodiversity and geological conservation' - the policy seeks to avoid any adverse impacts upon biodiversity. Where impacts are unavoidable, developers will be required to provide appropriate mitigation.

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 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; refuse storage and collection; and effects relating to archaeological or built heritage.

- 4.7 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 Review (UDP) for the city of Manchester (adopted 1995)

- 4.8 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:

- 4.9 **DC19 Listed Buildings** - the policy guides that in determining planning application for development involving or having an impact on buildings of special architectural or historic interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy the Council state that they will seek to preserve and enhance the setting of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land and where appropriate the retention of trees and landscape features.
- 4.10 **DC 26.1 Development and Noise** - states that the Council will consider the implications of new development being exposed to existing noise sources which are effectively outside planning control.
- 4.11 **Policy AB8** notes that sites within the Ardwick Green area are suitable for B1 Office / Industrial use. Policy AB8B identifies the site as suitable for B1 office / light industrial use or alternatively leisure development.

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

- 4.12 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 would be acceptable.
- 4.13 The proposed development has been designed in accordance with the design guidance outlined within this document.

National Planning Policy Framework

- 4.14 The National Planning Policy Framework (NPPF) was published in July 2021 and sets out the government's objectives for achieving sustainable development. At the heart of the NPPF is

a presumption in favour of sustainable development which ensures that sustainable development is pursued in a positive way.

4.15 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 the Framework taken as a whole.

4.16 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

4.17 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.

4.18 Building a strong, competitive economy (Chapter 6) – emphasises that the government is committed to ensuring that the planning system should help create conditions in which

businesses can invest, expand and adapt. Significant weight is to be given to the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

4.19 Promoting healthy communities (Chapter 8) – the planning system can play an important role in facilitating social interaction and creating 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.

4.20 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; address the needs of people with disabilities by all modes of transport; create safe and secure places minimising conflicts between traffic and pedestrians; allow for the efficient delivery of goods and access by service and emergency vehicles; and be designed to enable the charging of plug in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.21 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. Paragraph 120, (c) sets out that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

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

A) 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;

B) Are visually attractive as a result of good architecture and appropriate landscaping;

C) Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation;

D) Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;

E) Optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and

F) Create places that are safe, inclusive and accessible and which promote health and well-being.

4.23 Meeting the challenge of climate change, flooding and coastal change (Chapter 14) - paragraph 152 sets out that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change.

4.24 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.

4.25 Conserving and enhancing the historic environment (Chapter 16) – the NPPF builds upon the provision of the Planning (Listed Buildings and Conservation Areas) Act 1990 and requires at paragraph 194 that ‘in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting’.

- 4.26 'Significance is defined by Annex 3: Glossary of NPPF' as: 'The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting'. 'Setting of a heritage asset' is also defined by Annex 2 as 'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.'
- 4.27 Paragraph 195 of the NPPF advises that 'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal'.
- 4.28 Paragraph 199 of the NPPF advises that 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building should be exceptional. Substantial harm to or loss of the highest significance (including grade I and II* listed buildings), should be wholly exceptional.'
- 4.29 Paragraph 201 advises that 'Where a proposed development will lead to substantial harm to the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss'.

- 4.30 Paragraph 202 advises that 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use'.
- 4.31 Paragraph 203 states 'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset'.

Planning Practice Guidance

- 4.32 The Planning Practice Guidance (PPG) was published in March 2014 and collates guidance previously published in a number of separate documents. The guidance in the PPG has been taken into consideration in formulating development proposals for the Application Site.

Historic England Guidance

- 4.33 Historic England has published guidance to assist with the management of the historic environment. This assessment has been prepared having regard to the following Historic England Guidance.
- 4.34 **Historic England Advice Note 12: Statements of Heritage Significance: Analysing Significance in Heritage Assets:** Published in October 2019, this Historic England advice note covers the NPPF requirement for applicants to describe the heritage significance in order to help local planning authorities to make decisions on the impact of proposals for development that affects heritage assets.
- 4.35 **Historic England Historic Environment Good Practice in Planning Note 2: Managing Significance in Decision-Taking in the Historic Environment:** Published in March 2015, this

document provides guidance on assessing the significance of heritage assets, using appropriate expertise and heritage recording.

- 4.36 **Historic England Historic Environment Good Practice in Planning Note 3: The Setting of Heritage Assets (Second Edition, 2017):** Published in 2017, this document provides guidance for managing change within the setting of heritage assets, including historic sites, areas and landscapes.
- 4.37 **Historic England Technical Advice Note 2: Making Changes to Heritage Assets:** Published in February 2016, this advice note illustrates the application of the policies set out in the NPPF in determining applications for planning permission and listed building consent.

5. Planning Appraisal

Introduction

- 5.1 It is a requirement of section 38(6) of the Town and Country Planning Act 2004 that where a development plan contains policies relevant to an application, the decision must be made in accordance with the development plan unless material considerations indicate otherwise.
- 5.2 The statutory development plan therefore relating to the Application Site consists of the Manchester City Council Core Strategy (2012) and the saved policies of the UDP Review. Material considerations relating to this application include the National Planning Policy Framework, Planning Practice Guidance and Supplementary Planning Documents and guidance prepared by Manchester City Council.

The Principle of Development

- 5.3 The site is identified on the Council's proposals map as being covered by an 'Economic Development' designation. Saved UDP Policy AB8B dates from 1995 and identifies the site as suitable for a B1 office / light industrial use or alternatively leisure development.
- 5.4 Core Strategy Policy EC8 Central Manchester is also of relevance and this seeks to protect existing employment and economic development areas along Stockport Road and Hyde Road that are suitable for employment as part of a mix of uses. The site will remain as an active employment use and enhanced through new high-quality commercial floorspace and infrastructure. The built footprint of the proposed storage unit will occupy the majority of the site which will be in keeping with neighbouring development. The proposed development for a B8 use is considered to be compatible with surrounding land uses and will improve the quality of commercial floorspace in the Central Manchester area. In accordance with Core Strategy Policy Objective EC2 – Existing Employment Space the proposals will offer employment / regeneration benefits over the existing use of the site.

- 5.5 Chapter 6 of the National Planning Policy Framework 'Building a Strong, Competitive Economy' is also of relevance. Paragraph 82 states that planning policies should strive to create conditions which encourage and support economic growth. Furthermore Paragraph 85 describes how the use of previously developed land which is physically already closely connected to current public transport provision should be encouraged. The development proposals will enhance the employment use of the site and therefore support economic growth. The site is also previously developed land and in close proximity to a range of public transport services including Ardwick railway station and various bus routes along Hyde Road. The development is considered to be in accordance with the above policy in the NPPF.
- 5.6 Having regard to the adopted local planning policies and policy in the NPPF identified, it is considered that the development proposals represent an appropriate and efficient use of this site.

Design Quality

- 5.7 The design of the proposed development has been carefully considered to maximise the opportunity this brownfield site presents, and to provide a high-quality development in a sustainable location on one of the key approaches into the City Centre. The design of the self-storage facility will be sensitive to the surrounding area and will respect neighbouring buildings in terms of its scale, layout and height.
- 5.8 The application is supported by a Design and Access Statement prepared by Create It Studios which justifies the proposed design approach.

Amenity

- 5.9 The pre-application proposals have considered the potential relationship of the proposed development with adjacent uses. The surrounding uses are primarily non-residential with no habitable rooms overlooking the site. The neighbouring (non residential) building to the east of the site is of a similar footprint and scale to the proposed building and therefore the

applicant is seeking to replicate a similar form of development on this site. There will be no adverse impact on residential amenity.

Heritage Appraisal

5.10 The Application Site is in close proximity to a number of 'Designated Heritage Assets' as defined by Annex 2 of the NPPF. The heritage assets within 300 metres of the Site are identified below:

- Apollo Theatre (Grade II listed);
- Fenton House (Grade II listed);
- Railings of Ardwick Green (Grade II listed);
- Milepost beside railings of Ardwick Park (Grade II listed);
- 2 and 4 Palfrey Place (Grade II listed); and
- Former Nicholls Hospital including gymnasium, governor's house, stone setted and flagged forecourt, boundary walls and gates, stone gate piers on Ford Street and Devonshire Street, and two granite memorials in the forecourt (Grade II* listed).

5.11 The potential impact of the scheme on these heritage assets has been examined to ensure that the new scheme would not have an adverse impact but rather complement and enhance their setting. An assessment of the impact on the Apollo Theatre is provided below. Due to the distance between the remaining heritage assets identified and the Application Site, combined with the scale of development between, it is not considered necessary to provide any further assessment of impact on these heritage assets due to the negligible impact the development will have on their setting.

Apollo Theatre

- 5.12 This building sits to the west of the Application Site facing the Ardwick Green roundabout and is separated from the site by 14 Hyde Road. A well-known concert venue in Manchester, the building was built circa 1930 as a cinema in the Modernist Style. The exterior of the building is red brick in Flemish bond with a façade of white glazed terracotta addressing the Stockport Road frontage. The Historic England Listed Building description is included in Appendix 1 of this statement.
- 5.13 In accordance with the NPPF, the scheme has been designed to ensure that it complements and enhances the setting of this listed building. Due to the built development that exists between the application site and the Apollo Theatre, and the fact that the proposed B8 unit is proposed to be set back from the Hyde Road and Apsley Grove frontages, the proposals are not expected to have an adverse impact on the setting of the listed building. The building will however address the streetscene to strike a positive relationship with the Apollo Theatre. The proposed building at 10 metres in height will be of a similar height to the adjoining premises to the east and below the height of the Theatre which is 17 metres in height.
- 5.14 The siting, scale and massing of the proposed development is considered to be appropriate and will ensure that the Apollo Theatre retains its prominence in the surrounding environment. By creating a series of commensurate and complementary building heights to the east of the Theatre, that are lower in height than the listed Theatre, a visual node will be formed along this stretch of Hyde Road. The buildings will retain a deference / subservience to the Theatre which is positioned on a prominent junction. This allows the listed building to sit proud within a streetscape of complementary built form. Accordingly, it is not considered that the development will adversely impact on views of the listed building, rather the prominence and importance of the listed building within the locality will be reinforced through this changing yet complimentary streetscape.

- 5.15 The select palette of materials proposed will allow the development to integrate tonally with surrounding buildings reinforcing the townscape character of this well traversed route into and out of the city centre.
- 5.16 Whilst the proposed scheme will have an impact on the setting of the Apollo Theatre, this will only be positive. The Application Site has been an untidy gap site in the area for a number of years which has been primarily used for car parking and does little in terms of contributing to and reinforcing the character of the streetscene. The transformation of this vacant brownfield site with a sensitively considered scheme of high design quality will have a significant positive impact on the setting of the building through the creation of a coherent and unified streetscene.
- 5.17 The improvement in appearance of the Application Site will ensure that the policy requirements of section 12 of the NPPF, Core Strategy Policy EN3 and UDP Policy DC19 are met.

Other Key Planning and Environmental Considerations

Access, Parking and Servicing

- 5.18 A Transport Statement has been prepared by Axis to support the application for 7,428 sqm of B8 self storage floorspace. The Statement uses TRICS comparator site data to demonstrate that the provision of 20 spaces is appropriate. The data would suggest that one parking space for every 560m² of GFA would be acceptable which on this site would equate to a maximum parking demand for 13 spaces. The level of parking proposed is more than sufficient to cater for the likely parking demand and any occasional spikes in activity that may arise.
- 5.19 In terms of access, drawing number 3231-01-D01 is submitted in the Transport Statement and this shows that visibility plays can be achieved from the proposed access points.

- 5.20 With regards to waste management, a Waste Management Strategy has been prepared by Axis and submitted in support of the application. This confirms that the approach is in line with both local and national waste policy and concludes that the site will adequately cater for the sustainable storage, handling and transporting of all waste generated on site.
- 5.21 This approach to access, parking and waste management ensures that the scheme will comply with the provisions of the NPPF, Core Strategy Policy DM1, Saved UDP Policy DC22.1 and the Guide to Development in Manchester SPD.

Crime and Security

- 5.22 Greater Manchester Police - Design for Security have provided a Crime Impact Statement, assessing the development against the principles of 'Crime Prevention Through Environmental Design' (CPTED), in order to reduce the opportunities for crime and fear of crime.
- 5.23 The report identifies a number of positive elements to the design approach which will contribute to the prevention of crime and fear of crime. The first of these is the opportunity to build security features into the construction of the building. Furthermore the building will present a new use for the site allowing for natural surveillance within and around the site to support a safer community.
- 5.24 The Crime Impact Statement then confirms that subject to the provision of a range of detailed design measures the scheme can be supported. Such measures include:
- Ensuring the side and rear of the building is securely enclosed with fence lines aligned to the elevations of the building and creating an obvious division between the communal frontage and areas behind.
 - Protection of building and fence lines from vehicular movements.

- Access control system for out of hours access should be carefully considered.
- Illumination of external doors and car parking areas should be to a high standard.
- Installation of a monitored alarm systems.
- Shutters and sectional overhead doors being certified to a burglary resistant standard.
- Further access and graffiti control measures.

Energy and Sustainability

- 5.25 An Energy and Sustainability Assessment has been prepared by Watt Energy and Consulting Engineers Ltd and submitted in support of the application. This report confirms that the scheme will incorporate Sustainable Design, renewable technologies and resource efficiency measures in accordance with the energy hierarchy in order to meet the requirements of Core Strategy Policy EN6 and reduce its overall environmental impact.

Drainage Strategy

- 5.26 A Drainage Strategy has been prepared by Brennan Consult which examines the surface water and drainage risk associated with the Site. The report confirms that the redevelopment of the Site will not be at risk of flooding due to the flood zone 1 location. The SuDS design philosophy for the development is the inclusion of source control and site control techniques with discharge to the adjacent culverted watercourse.

- 5.27 The following is proposed:

- Surface water treatment using the 'Management Train' approach to remove and isolate contamination at all SuDs facilities prior to conveyance to the local watercourse.
- Reduce the impermeable fraction of the post development area.
- Geocellular attenuation tank to retain the peak storm events.

5.28 The surface water drainage strategy is to collect the runoff from the roof of the new building and direct it to a below ground surface water drainage network. The network would flow south along both sides and outfall to the culverted Cornbrook via a new connection at a peak rate of 5l/s. An online geocellular attenuation tank will control flow rates.

5.29 The proposed strategy will suitably manage surface water drainage on site and the final detailed design can be controlled by way of a planning condition. The development is therefore considered to meet the requirements of Chapter 14 of the NPPF.

Biodiversity

5.30 The site is currently vacant, and not occupied by any permanent structures. The site does not contain any natural habitats or buildings that could be used by bats. On this basis, it was agreed that no ecology or tree surveys would be required to support the application.

Geo Environmental considerations

5.31 The planning application is accompanied by a Preliminary Risk Assessment produced by Groundtech Consulting. This document examines the risk posed by various sources of contamination and proposes a scheme of ground investigation to inform the final remediation strategy and foundation design. A scope of what the investigation should include is set out in the report. These measures can be secured via a standard planning condition and the application is capable of being approved on this basis.

5.32 Accordingly, the proposed report is considered to be compliant with Policy EN18 and Chapter 15 of the NPPF.

6. Conclusion

- 6.1 This Planning and Heritage Statement has been prepared on behalf of Crown Advisory Ltd in support of a full planning application for the erection of an self storage facility comprising 7,428 sqm of floorspace.
- 6.2 The application development is considered to be in full compliance with the adopted policies of the Core Strategy and Saved UDP Policy. The proposals have been carefully considered and positively respond to the opportunities available for improving the area.
- 6.3 As evidenced in this statement, the Site has been shown to be a suitable and sustainable location for new development with no known adverse impacts arising from the development that would significantly and demonstrably outweigh its benefit. It is our view that no material planning considerations exist that would justify a refusal of planning permission. Consequently, the proposals are considered to constitute sustainable development as defined by the guidance in the NPPF and the presumption in favour of sustainable development should apply in the determination of this application.
- 6.4 Paul Butler Associates are pleased to submit this planning application on behalf of Crown Advisory Limited and look forward to working with Manchester City Council in progressing the application through to a positive determination.

Appendix 1: Apollo Theatre: Listed Building description

APOLLO THEATRE

Official list entry

Heritage Category: **Listed Building**

Grade: **II**

List Entry Number: **1254683**

Date first listed: **06-Jun-1994**

List Entry Name: **APOLLO THEATRE**

Statutory Address 1: **APOLLO THEATRE, STOCKPORT ROAD**

This List entry helps identify the building designated at this address for its special architectural or historic interest.

Unless the List entry states otherwise, it includes both the structure itself and any object or structure fixed to it (whether inside or outside) as well as any object or structure within the curtilage of the building.

For these purposes, to be included within the curtilage of the building, the object or structure must have formed part of the land since before 1st July 1948.

Understanding list entries (<https://historicengland.org.uk/listing/the-list/understanding-list-entries/>)

Corrections and minor amendments (<https://historicengland.org.uk/listing/the-list/minor-amendments/>)

Location

Statutory Address: **APOLLO THEATRE, STOCKPORT ROAD**

The building or site itself may lie within the boundary of more than one authority.

District: **Manchester (Metropolitan Authority)**

Parish: **Non Civil Parish**

National Grid Reference: **SJ 85364 96987**

Details

MANCHESTER

SJ8597 STOCKPORT ROAD, Ardwick 698-1/20/488 (East side) Apollo Theatre

II

Cinema, now concert hall. c.1930. Red brick in Flemish bond, with facade of white glazed terracotta (roof concealed). Large rectangular plan with rounded front corners, wing attached to rear left corner. Modernist style. Two unequal storeys plus attic. The wide slightly-raised rectangular centre has large rectangular tripartite openings on both floors (that at ground floor containing ranges of doors, and that above containing large recessed rectangular windows with small-pane glazing), flanked by vertical panels with Art Deco ornament. The wide convex corners have small oblong windows on 2 levels and above these 3 tiers of oblong slit windows between raised bands (all paired in the left corner and single in the right-hand corner). The slightly set back attic storey has a set-back centre (corresponding to the tripartite openings at ground and 1st floors) with banded pilasters, 1:3:1 little oblong windows and raised parapet, and banded wings with plain cornices and parapets interrupted by broad stepped and moulded pilasters (corresponding to the ornamented panels below), and slit windows at the corners. Return sides plainer. Interior: substantially unaltered auditorium with Art Deco decoration including horseshoe gallery with sweeping lines terminating in 4 overlapping tiers of "boxes", and between these and the proscenium a plunging V-shaped band.

Listing NGR: SJ8536496987

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: **457758**

Legacy System: **LBS**

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.



Map

This map is for quick reference purposes only and may not be to scale.
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End of official list entry



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