

Application Number/s: 131992/FO/2021 and 131993/LO/2021

Applicant: Robertson Construction Group Ltd

Agent: The Planning Studio (Colin Williams)

Location: Arches within part of the railway viaduct adjacent to 'Manchester HOME', Whitworth St W and Tony Wilson Place

Proposal: COU of railway arches to provide flexible use (Sui Generis) associated with arts, events, performance etc. including internal and external alterations to listed structure

Ward: Deansgate

Description of Site and Surrounding Area

The application relates to 3.no railway arches located adjacent to Whitworth Street West. The three arches are part of the 224-arch multi-span brick railway viaduct, which carries the south junction railway line from Manchester Piccadilly railway station through to Manchester Oxford Road and Deansgate railway stations. The railway structure is listed, with the following information provided on Historic England's website:

LOCATION: The viaduct runs from Manchester Piccadilly Station via Oxford Road and Deansgate, following approximately the route of the River Medlock (crossing it at a number of points), and then branches into two at Castlefield, with the northern branch terminating on the north-west side of the River Irwell, and the southern branch terminating at the east side of Dawson Street.

ARCHITECTURE: The viaduct is approximately 1 ¾ mile (2 ¾ km) long and incorporates 224 brick arches that average a span and height of approximately 30ft, and a width of 28ft; many of the arches, particularly those near to Manchester Oxford Road Station and Deansgate Station, have been in-filled and converted into commercial premises. The tallest arches can be found in the section between Manchester Piccadilly and Oxford Road stations where the ground level is lower. A brick parapet has been altered and rebuilt in places and later repairs have been carried out to some of the arches.

The viaduct incorporates a series of predominantly arched, cast-iron bridges by Edward Taylor Bellhouse, William Baker and William Cubitt that cross various streets, the Rochdale Canal, and the Bridgewater Canal. The bridges have an average span of 70ft, although one of Baker's bridges, which spans the Rochdale Canal has a span of 105ft. A number of the bridges incorporate highly decorative Gothic-style ironwork and detailing and castellated towers (referencing the location of a Roman fort at Castlefield), whilst others, such as a bridge over Gloucester Street are more classically detailed. A bridge over Egerton Street by William Baker was replaced in steel in 1976. Some of the viaduct's brick arches and bridges are skewed. The Irwell Bridge at the north-west end of the viaduct is of brick with two segmental arches, each of approximately 65ft span, with a central pier and cut-water. Rusticated stone voussoirs and pilaster strips exist to the central pier and abutments, and the parapet above the western arch incorporates cast-iron panelling.

Following electrification of the line in the C20 the viaduct now incorporates a series of C20 and early-C21 gantries along its course. Also along the viaduct's course are a number of attached or abutting buildings, most of which are later in date and are un-related to the viaduct's use; all are excluded from the listing, which relates solely to the viaduct. Manchester Piccadilly Station, Deansgate Station and Manchester Oxford Road Station (the two latter stations being constructed on top of and to the side of the viaduct) are all separately listed at Grade II.

The railway structure runs in an east-west direction, with Whitworth Street West running parallel directly to the north of the arches. HOME Manchester is located immediately to the south of the arches, which is in turn part of the wider First Street neighbourhood, which is part way through regeneration. There are apartment buildings to the north of Whitworth Street West with a general lack of active frontages.

Description of Proposal

The application seeks permission to enclose the arches and change their use to flexible space associated with HOME. The space will be used for the arts, education/training, events, workshops and performances (Use Class Sui Generis).

Externally

- Front elevation of arches are to be predominantly setback glazing with brickwork inserts
- 2.no digital marketing screens to be used to display artwork and events related to HOME.
- Linear lighting detail in shadow gap between edges of glazing and original archway, with elements such as ventilation requirements etc contained within shadow gap
- Display windows to be flameless glazing and stack-bonded brickwork.
- 2.no brick pods to rear elevation of arches (rear of Arches '1' and '2')
- Brick insert to rear of 'Arch 3' with aluminium powder-coated/anodized glazing system completing the infilling space to external facing of arches.

Internal

- Variety of 'temporary' items that are removable objects comprised predominantly of fixtures that do not directly tie into historic fabric.

Publicity

Site Notice/s Posted and Dates: Posted 11/11/2021, Expired 02/12/2021

Press Adverts Published and Dates: Published 09/11/2021, Expired 30/11/2021

Neighbour Notification: Neighbours notified 05/11/2021

Representations Received: No Representations Received

Consultations

Highway Services

- Site is considered highly accessible and are unlikely to generate a significant increase in the level of vehicular trips. Therefore, they do not raise any network capacity concerns.
- No car parking is provided. However, an increase in cycle spaces is proposed as part of the wider HOME Manchester. This cannot be conditioned as it falls outside the red-edged plan. However, this is acceptable in this instance.
- The proposed access to Whitworth Street West is emergency only. As such, it is acceptable that this door opens outwards. The main entrance is from the rear elevation. The projecting canopy to the rear elevation is in excess of 2500mm above ground, which is acceptable.
- The waste management strategy is vague.
- A CMP condition shall be added to any approval.

Environmental Health

- A CMP condition shall be added to any approval.
- Construction hours should be limited as appropriate.
- A schedule of opening hours shall be agreed
- Delivery hours should be limited by way of appropriate condition
- More information is required with regard to external lighting, to ensure that it does not cause glare/overspill onto nearby residential properties.
- Requirement for an addendum report submitted regarding proposed glazing. The addendum report will satisfy part (a) of a relevant noise condition, with part (b) being required.
- Queried the methodology in which external plant noise has been assessed in the Hann Tucker Associates Report, dated 24 September 2021.
- Requested completion of Proforma or production of a Waste Management Strategy, detailing information.

MCC Flood Risk Management

- Recommended condition in relation to surface water management

Greater Manchester Police

- Recommended that security measures identified in submitted Crime Impact Statement be implemented.

Transport for Greater Manchester

- Confirmed they had no objection/comments to make on this application

United Utilities

- No consultation response received

Greater Manchester Ecology Unit

- No consultation response received

Network Rail

- No consultation response was received from Network Rail. In lieu, the applicant and planning officer liaised on this point. The applicant was able to provide a signed agreement 'Basic Asset Protection Agreement' relating to outside party works, reference '174522-NW7259'. It is considered this evidence of communication with Network Rail in lieu of a separate consultation response is deemed adequate to proceed.

Urban Design & Conservation

- Principle of the development is acceptable, subject to detail.
- Altering existing ground levels and new foundations: Unclear how proposed under floor storage would be detailed/accessed. Need confirmation that works would be implemented without loss of historic fabric/enable future reversal. GMAAS should be consulted (have been and confirmed no comment).
- Proposed elevations: Glazing system with minimal framing profile and appropriate matt finish/colour would be ideal. However, less is now proposed. It is observed that this is still enough to allow some sense of form/depth of the viaduct structure.
- Brickwork proposed to Whitworth St W elevation is relatively dominant and requires consideration. The different bonding pattern from the viaduct competes with original brickwork.
- More information required on digital display cases and what they will be used for.
- Deep reveal is welcomed, and details of proposed glazing system is required. Proposal for ventilation and feature lighting incorporated into shadow gap detail needs to be better understood.
- Detailed design of various entrance doors is required. Doors that result in thickening of otherwise slim profile of a glazing system should be avoided.
- Elevation materials (including finishes and colours, trim detail to proposed extension parapets) require full and final details.

- Internal Alterations: Over cladding and over-panelling of internal brickwork would need full and final details providing.
- Brickwork left exposed internally should be repaired to an agreed methodology, with the brickwork left untreated without sealant, paint or other finishes.
- Full and final details of floor finishes is required.
- Full and final details of the location, extent, design any means of affixing any proposed fixtures and fittings to original fabric is required, including but not limited to (lighting rig, doors to internal arches/between arches, fitted furniture, mirrors, heater panels – as well as their extent and how much they cover the original fabric).
- Building services: Acceptable subject to confirmation that any grilles/servicing ducts/air intake etc are above parapet level of the proposed roofs of the two south elevation extensions.

Archaeology

- Satisfied that there are no archaeological implications

Historic England

- Do not wish to make any comments or be notified further.

Save Unitary Development Plan Policies:

- Advertisements, hoardings and posters (15)
- Listed Buildings (19)
- Footpath protection (22)
- Development and Noise (26)

Core Strategy Policies:

- Spatial Principles (SP1)
- Visitors – Tourism, Culture and Leisure (CC4)
- Design and Heritage (CC9)
- Leisure and the evening economy (C10)
- Heritage (EN3)
- Development Management (DM1)

National Planning Policy Framework Policies:

- Achieving sustainable development (2)
- Decision-making (4)
- Building a strong, competitive economy (6)
- Achieving well designed place (12)
- Conserving and enhancing the historic environment (16)

Principle of Development

The form of development proposed, as well as its use, is acceptable in principle subject to several wider considerations. The proposal would bring into use the area below the railway viaduct, which is presently not used and makes a negative contribution to the appearance and activity to Whitworth Street West, a relatively major thoroughfare within Manchester City Centre.

Principally, the archways make up part of a listed structure. As such, as per paragraph 199 of the NPPF, when considering the impact of a proposed development on the significance of a heritage asset, great weight should be given to the significance of the designated heritage asset.

Core Strategy Policy CC4 states that the city centre shall be the focus for culture and leisure within the city region. Proposal to improve the appearance, use and accessibility of all cultural and visitor attractions and associated facilities will be supported. In this instance, the application proposes improvements and increase in provision of culture and leisure facilities, associated with HOME Manchester. The proposed development thus accords with CC4 and, as per the wording of the policy, should be supported in principle.

The impact the proposed development may cause in relation to environmental impacts (noise in particular), the public realm and Whitworth Street West also require consideration.

Design & Heritage

The application relates to the space between arches of a Grade II listed viaduct, with interventions required to the railway viaduct itself to allow the change of use of the space and enclosing. The proposal would change the character and appearance of the railway viaduct in this specific location, with interventions required to the original/historic fabric.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that when considering whether to grant planning permission for development which affects a listed building or its setting “special regard” will be given to the “desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”. The effect of this section is that decision-makers considering harm to heritage assets cannot simply treat the desirability of preserving the setting of a listed building as a mere material consideration to which they can simply attach the weight they see fit in their judgement.

The statutory duty provided by section 66(1) of the Act goes beyond that and treats the preservation of the setting of a listed building as presumptively desirable. The effect of the statutory requirement is to impose a duty on decision-makers to give “considerable importance and weight” or “high priority” to the desirability of preserving listed buildings and their settings.

Section 16 of the National Planning Policy Framework (NPPF) concerns the conservation and enhancing of the historic environment, including heritage assets. Paragraph 194 of the NPPF requires an applicant to duly and proportionately describe the significance of the heritage asset affected. In this instance, the applicant has provided detailed descriptions and potential impacts the development may have on the heritage asset. This has, in turn, allowed the LPA to suitably assess and identify the particular significance of the heritage asset, as required under paragraph 195, with necessary expertise (the LPA's Conservation Team) consulted on the proposals and their comments and observations considered and acted upon where required.

Paragraph 197 of the NPPF requires the LPA to consider the desirability of sustaining and enhancing the heritage asset's significance and putting them to viable use, so long as this is consistent with their conservation. In addition, the positive contribution the heritage asset makes to sustainable communities (including economic vitality) and the desirability of the type of development proposed and how this may contribute positively to the local character and distinctiveness.

The impact upon the heritage asset can be measured on a 'sliding scale', from total loss being the most harmful, through substantial harm, to the least harmful being less than substantial harm. In any event, great weight must be given to the heritage asset's conservation (Paragraph 199).

In terms of local policy, saved Unitary Development Plan (UDP) Policy DC19.1 states that in determining applications for listed building consent, or applications for development involving buildings of historic interest, the LPA shall have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. Relevant to this application, the LPA shall:

- Not permit a change of use of a listed building if it would have a detrimental effect on the character or appearance of the building;
- Not permit external or internal alterations nor additions to a listed building if it would have an adverse effect on its architectural or historic character;
- Seek to preserve and enhance the setting of the listed building by appropriate control over the design of new development in their vicinity;
- Not permit alterations to a listed building which would prevent the future use of any part of the building.

Core Strategy Policy CC9 (Design & Heritage) states that development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

Core Strategy Policy EN3 (Heritage) requires new developments to be designed so as to support the Council in preserving or, where possible, enhancing the historic environment and buildings of acknowledged importance, including listed buildings. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Existing Situation

The application relates to 3.no railway arches, which make up part of a Grade II Listed railway viaduct. As per a technicality, the ground directly below the railway viaduct would not be considered listed, as it is not physically attached to any part of the listed viaduct and is not enclosed (open air). The development proposed, however, would enclose this space and any part of the new development physically attached to the viaduct would require LBC and Full consent. In addition, the space beneath and proximate to the viaduct would still be considered within the setting of the listed structure.

The area subject to the proposed development is not currently utilised. The arches are currently enclosed by way of hoarding along the Whitworth Street W elevation, contributing to a negative impact due to a lack of active frontage along this key route through Manchester City Centre. The arches, though significant in terms of their heritage, have no contribution to the social or economic vitality of the area at this time, with the space under the arch considered 'dead space'. It is observed that some arches along Whitworth Street W have already been enclosed and their use changed, to varying levels of consideration to the Grade II listed viaduct.

The development proposed under this application has been evidently presented in a 'heritage-led' format, with considerable attention paid to the viaduct's listing. Though there is inevitably some harm caused to the heritage asset, this harm is less than substantial due to consideration to the heritage asset. The harm can be further reduced through the appropriate implementation and inclusion of planning conditions, requiring full and final details and method statements for works that would impact the heritage asset.

The following alterations/additions are proposed:

External Appearance

The development would include the enclosing of 3.no archways, with expanses of glazing, digital display screens (2.no) and brickwork features to the front elevation of the arches, along Whitworth Street West. In addition, 2.no structures to the rear elevation of two of the arches as well as glazing and aluminium/brick infills are proposed. These proposals would lead to a marked reduction in the openness of the archways and would erode the sense of space and scale of the archways. It is also considered that the proposed materials displayed in the proposed plans do not provide enough information as to their final details/finishes, with the brickwork proposed potentially not being of a quality suitable for the listed structure surrounding the space. In addition, proposed alterations to ground levels are not adequately described/explained.

Upon consideration of the points raised, the applicant and planning officer discussed these elements of the proposal. The applicant confirmed that a fully glazed front elevation would not suit the proposed end use, with some areas/elements of the use not being able to be completely open to the public. The planning officer and Conservation officer noted that there is still a large amount of glazing to both front and rear elevations, which would retain at least some appreciation of the original space

and scale of the arches that are to be used. It is considered that potentially inappropriate development could be made acceptable through the implementation of suitable and reasonable planning conditions, requiring more information is provided as to the full and final details of external materials.

Internal Alterations

A large majority of the items within the archways themselves would not be directly attached to the listed structure. As such, the items do not technically require listed building consent as they would be freestanding/fully removable/reversible items. However, it is noted that the brickwork within the arches would be covered with over cladding and over-panelling, with it being unclear as to the proposed extent of brickwork that will remain uncovered and instead be repaired. Items internally that would be directly affixed to the listed structure would need to be carefully considered, with an appropriate condition requiring more information required to make potentially unacceptable development acceptable (Paragraph 55 of the NPPF). This would include flooring details.

Proposed Structures to Rear Elevation

Two of the three arches (rear elevation) are to have box structures inserted within the archway, surrounded by glazing. These structures are legibly read as new and modern interventions within the historic fabric, and would not be directly attached to the original fabric. The proposed stack bonded brick panels would be appropriate, corresponding with the listed structure whilst not being so similar so as to be incorrectly read as historic fabric/join with the historic fabric. Proposed metal loading bay doors and other proposed materials appear to be acceptable in principle. However, more detail would be required as part of an appropriate condition.

Digital Advertising Displays

The proposed digital advertising displays allow privacy for the proposed internal uses, whilst breaking up materials to the front elevation that would likely otherwise involved more brickwork. The proposed advertising displays will allow for a more interactive and active frontage along Whitworth Street West that, subject to control over what can be displayed on these advertising displays through an appropriate condition, would be appropriate in principle.

Notwithstanding the assessment in terms of the scale and appearance of the advertising screens, an additional advertising consent application would also be required to allow for the implementation and operation of the digital advertising screens.

Public Benefits

The development proposed under these applications would contribute to the creation of active frontages along Whitworth Street West. In addition, bringing space under/around the listed viaduct into use (in this case, associated with the performing arts and theatre industry). The space would create an active use within the arches, contributing the social and economic vitality of the immediate area. The development is heritage-led, with appropriate consideration made to the conservation of the listed

structure, with the enclosing of the space potentially allowing for improved maintenance and decreased exposure to elements that could, over time, degrade the structure.

Conclusion

When considering the proposed development's impact upon the listed structure, as well as the LPA's option to add further conditions requiring full and final details as well as method statements for certain works to the listed structure, it is considered that there is overall less than substantial harm caused to this particular part of the viaduct, as well as less than substantial harm to the viaduct as a whole.

As per Paragraph 202 of the NPPF, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed up against the public benefits of the proposal, including, where appropriate, securing its optimum viable use.

There are identifiable public benefits that would result should this development take place. In addition, as the arches are currently devoid of any particular use, the use introduces a suitable and viable use that would accord with relevant UDP Policy DC18.1, Core Strategy Policies CC9 and EN3 as well as Section 16 of the NPPF. In addition, the proposed design in itself is appropriate and accords with Core Strategy Policies SP1 and DM1.

Amenity

The proposed use is considered to be one that is acceptable in an urban area and within the city centre of Manchester. The proposed use would complement and be associated with the existing adjacent use of 'HOME Manchester', a performing arts and events space. The proposed use of the development is performing arts/event space/rehearsal space, which falls within 'Sui Generis' when considering the Use Class Order 1987 (as amended).

The main issues identified by bringing the 3.no arches into use would be associated with noise generation. Whitworth Street West is a wide highway. However, there are noise-sensitive uses (residential) immediately opposite the railway arches on the north side of Whitworth Street West. Their proximity to the use (performing arts/rehearsal space) may lead to an increase in noise due to acoustic breakout from the development. As a result of this potential issue and following due consultation with the Council's Environmental Health department, a suitable planning condition has been agreed and shall be added to any approval, requiring the premises to be acoustically insulated to limit the breakout of noise, with a pre-occupation verification report be approved. It is noted that a report has already been provided. However, until such time that the glazing options detailed in that report have been decided on, the report cannot be accepted as complete and an addendum to the report will be required.

Additional impacts that have been considered are the generation of additional waste and potential overspill of external lighting associated with the development, as well as external plant noise. Further information has been provided by the applicant, confirming that a suitable waste strategy associated with the wider HOME complex is

in place, which would limit any impact associated with waste. In addition, information about lighting and details regarding external plant have been provided in the acoustician report, which has been accepted.

Overall, it is not expected that the development would lead to negative impact upon the amenity of occupiers or users of nearby buildings, including residential buildings immediately opposite the development. It is noteworthy that occupiers of the buildings opposite the site were duly notified as part of the planning consultation process. No comments in objection were received.

It is considered that the proposal duly accords with saved UDP Policy DC26.1 as well as Policies DM1 and SP1 of the Core Strategy with regards to amenity.

Highways, Accessibility and Parking

The proposed development would not lead to the generation of significantly more journeys. In addition, the development is located within Manchester City Centre in a highly sustainable location, proximate to an array of alternative methods of transportation from the private car, including cycling infrastructure, Metrolink stations, train stations and major bus routes. The local highway authority raised some concern that there appears to be outward opening doors adjacent to Whitworth Street West. It has been confirmed that these doors represent doors to be used in an emergency only and, as such, are acceptable in this instance.

In summary, the proposal would not cause severe impacts to highway safety, as defined under Paragraph 111 of the NPPF. Development should only be prevented or refused on highways grounds if the impacts would be unacceptable in terms of highway safety or the impact on the road network would be severe.

Network Rail

As part of the application, Network Rail were duly consulted. No information was received directly from Network Rail. However, the applicant has provided paperwork demonstrating due consultation with Network Rail, including a asset protection agreement relating to the works. This information is considered acceptable in this instance and negates the need for direct comments from Network Rail.

Disabled Access

The proposed development would be accessible to all, with appropriately designed entrances allowing those using wheelchairs etc. easy access to the venue. As such, the proposal accords with Core Strategy Policy SP1.

Summary

The proposed development would bring underused space associated with a Grade II listed viaduct into functional and viable use. It is noted that the development would undoubtedly lead to some impact/harm to the Grade II listed structure. However, those impacts are less than substantial and can be further mitigated through conditions requiring full and final details and method statements for certain proposed works. In addition, any amenity impacts can be appropriately controlled through the use of

conditions. The identified public benefits considered as part of the proposal outweigh the less than substantial harm caused to the heritage asset.

The proposal thus represents sustainable development. As per Paragraph 11 of the NPPF, decisions should apply a presumption in favour of sustainable development and development proposals that accord with an up to date development plan should be approved without delay.

RECOMMENDATION:

That planning permission be granted subject to the following planning conditions:

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:

- Location Plan (Drawing _B1_00_1001 dated 19/10/21) – Received 04/11/21
- Existing Site Plan (Drawing _B1_00_1002 dated 19/10/21) – Received 04/11/21
- Existing Ground Floor Plan (Drawing 022000 Revision P01 dated 19/10/21) – Received 04/11/21
- Existing Elevation 1 Whitworth Street (Drawing 042000 Revision P01 dated 19/10/21) – Rec 04/11/21
- Existing Elevation 2 HOME (Drawing 042001 Revision P01 dated 19/10/21) – Received 04/11/21
- Existing Section A-A (Drawing 052000 Revision P01 dated 19/10/21) – Received 04/11/21
- Existing Section B-B (Drawing 052001 Revision P01 dated 19/10/21) – Received 04/11/21
- Existing Cross Sections (Drawing 052002 Revision P01 dated 19/10/21) – Received 04/11/21
- Proposed GF Plan (Drawing 022200 Revision P01 dated 19/10/21) – Received 04/11/21
- Proposed Roof & Plant Plan (Drawing 022201 Rev P01 dated 19/21/21) – Received 04/11/21
- Proposed Elevation Whitworth Street (Drawing 042200 Rev P01 dated 19/10/21) – Rec. 04/11/21
- Proposed Elevation HOME (Drawing 042201 Rev P01 dated 19/10/21) – Received 04/11/21
- Proposed Whitworth Street Axonometric (Drawing 252200 Rev P01 dated 19/10/21) – Rec 04/11/21
- Proposed HOME 2 Axonometric (Drawing 252201 Rev P01 dated 19/10/21) – Rec 04/11/21
- Proposed HOME Axonometric (Drawing 252202 Rev P01 dated 19/10/21) – Received 04/11/21
- Arch 01 Cross Section (Drawing 052202 Revision P01 dated 19/10/21) – Received 04/11/21
- Arch 02 Cross Section (Drawing 052203 Revision P01 dated 19/10/21) – Received 04/11/21
- Arch 03 Cross Section (Drawing 052204 Revision P01 dated 19/10/21) – Received 04/11/21
- Section A-A Longitudinal (Drawing 052200 Revision P01 dated 19/10/21) – Received 04/11/21
- Section B-B Longitudinal (Drawing 052201 Revision P01 dated 19/10/21) – Received 04/11/21

- External Lighting Calculation prepared by DIALux dated 24 January 2022 – Received 02/02/22.
- Crime Impact Statement (Reference 2021/097/CIS/01 dated 13/01/21) – Received 14/01/22
- Section 4.1 of HOME Railway Arches, Manchester Bat Survey dated October 2021 and prepared by Dunelm Ecology.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1 and DM 1 and saved UDP policy DC19.1

3. Prior to the commencement of the development, all materials to be used on all external elevations of the proposed single storey rear extension shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of ventilation/air bricks and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Core Strategy

4. Notwithstanding the details as set out in Condition 2 above, no development shall commence with regards to the following points unless and until final details (including where appropriate specification and method statement) of the following have been submitted to and approved in writing by the City Council as Local Planning Authority:

- a) Full and final details of the proposed glazing system including method statement of how this will be installed, including all connections and attachments to the listed fabric of the arches
- b) Full and final details, including cross section, of all proposed entrance and loading doors including proposed framing system
- c) Full and final details, including finishes, colours and trim detail to proposed extension parapets.
- d) Full and final details including methodology of brickwork repair and reinstatement (including use of sealant, paint or any other finishes)
- e) Full and final details including extent and method of attachment of any over-panelling to brickwork.
- f) Full details, location and extent of means of affixing any proposed fittings and fixtures (including but not limited to lighting rig/s, doors to internal arches between arches, fitted furniture etc.) to the listed structure, including where possible a programme of making good any interventions/fixings in the future.
- g) Full and final details of floor coverings to be used internally

Reason: To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of visual amenity of the area within which the site is located, as specified in policies SP1, DM1 and EN3 of the Core Strategy and saved Policy DC19.1 of the Manchester Unitary Development Plan.

5. Prior to the commencement of development, a construction management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum:

- Measures to control noise and vibration;

- Dust suppression measures;
- Compound locations where relevant;
- Details of an emergency contact telephone number;
- A community consultation plan and;
- Sheeting of construction vehicles;
- The routing of construction traffic;
- Detail the vehicular activity associated with the construction including appropriate swept-path assessment where necessary;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Identification of measures to control mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The details of an emergency contact number for the site contractor to be displayed in a publicly accessible location

The development shall only be carried out in accordance with the approved management plan.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

6. The premises shall not be open outside the following hours unless otherwise agreed in writing by the City Council as local planning authority:-

Monday – Friday	06:00am – 12:00am
Saturday – Sunday including Bank Holidays	07:00am – 12:00am

Reason - To safeguard the amenities of the occupiers of nearby residential Accommodation and pursuant to policies SP1, DM1 of the Manchester Core Strategy and saved policy DC26.1 of the Manchester Unitary Development Plan

7. Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, Sunday/Bank Holiday 10:00 to 18:00.

Reason - To safeguard the amenities of the occupiers of nearby residential Accommodation and pursuant to policies SP1, DM1 of the Manchester Core Strategy and saved policy DC26.1 of the Manchester Unitary Development Plan

8. a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed 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 occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the

recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of nearby residential Accommodation and pursuant to policies SP1, DM1 of the Manchester Core Strategy and saved policy DC26.1 of the Manchester Unitary Development Plan

LISTED BUILDING CONSENT APPLICATION

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

- Location Plan (Drawing _B1_00_1001 dated 19/10/21) – Received 04/11/21
- Existing Site Plan (Drawing _B1_00_1002 dated 19/10/21) – Received 04/11/21
- Existing Ground Floor Plan (Drawing 022000 Revision P01 dated 19/10/21) – Received 04/11/21
- Existing Elevation 1 Whitworth Street (Drawing 042000 Revision P01 dated 19/10/21) – Rec 04/11/21
- Existing Elevation 2 HOME (Drawing 042001 Revision P01 dated 19/10/21) – Received 04/11/21
- Existing Section A-A (Drawing 052000 Revision P01 dated 19/10/21) – Received 04/11/21
- Existing Section B-B (Drawing 052001 Revision P01 dated 19/10/21) – Received 04/11/21
- Existing Cross Sections (Drawing 052002 Revision P01 dated 19/10/21) – Received 04/11/21
- Proposed GF Plan (Drawing 022200 Revision P01 dated 19/10/21) – Received 04/11/21
- Proposed Roof & Plant Plan (Drawing 022201 Rev P01 dated 19/21/21) – Received 04/11/21
- Proposed Elevation Whitworth Street (Drawing 042200 Rev P01 dated 19/10/21) – Rec. 04/11/21
- Proposed Elevation HOME (Drawing 042201 Rev P01 dated 19/10/21) – Received 04/11/21
- Proposed Whitworth Street Axonometric (Drawing 252200 Rev P01 dated 19/10/21) – Rec 04/11/21
- Proposed HOME 2 Axonometric (Drawing 252201 Rev P01 dated 19/10/21) – Rec 04/11/21
- Proposed HOME Axonometric (Drawing 252202 Rev P01 dated 19/10/21) – Received 04/11/21
- Arch 01 Cross Section (Drawing 052202 Revision P01 dated 19/10/21) – Received 04/11/21
- Arch 02 Cross Section (Drawing 052203 Revision P01 dated 19/10/21) – Received 04/11/21
- Arch 03 Cross Section (Drawing 052204 Revision P01 dated 19/10/21) – Received 04/11/21
- Section A-A Longitudinal (Drawing 052200 Revision P01 dated 19/10/21) – Received 04/11/21
- Section B-B Longitudinal (Drawing 052201 Revision P01 dated 19/10/21) – Received 04/11/21

- External Lighting Calculation prepared by DIALux dated 24 January 2022 – Received 02/02/22.
- Crime Impact Statement (Reference 2021/097/CIS/01 dated 13/01/21) – Received 14/01/22
- Section 4.1 of HOME Railway Arches, Manchester Bat Survey dated October 2021 and prepared by Dunelm Ecology.
- Electrical Services Layout (Drawing 600101 Revision P01 dated July '21) – Received 21/10/21

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1 and DM 1 and saved UDP policy DC19.1

3. Prior to the commencement of the development, all materials to be used on all external elevations of the proposed single storey rear extension shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of ventilation/air bricks and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Core Strategy

4. Notwithstanding the details as set out in Condition 2 above, no development shall commence with regards to the following points unless and until final details (including where appropriate specification and method statement) of the following have been submitted to and approved in writing by the City Council as Local Planning Authority:

- a) Full and final details of the proposed glazing system including method statement of how this will be installed, including all connections and attachments to the listed fabric of the arches
- b) Full and final details, including cross section, of all proposed entrance and loading doors including proposed framing system
- c) Full and final details, including finishes, colours and trim detail to proposed extension parapets.
- d) Full and final details including methodology of brickwork repair and reinstatement (including use of sealant, paint or any other finishes)
- e) Full and final details including extent and method of attachment of any over-panelling to brickwork.
- f) Full details, location and extent of means of affixing any proposed fittings and fixtures (including but not limited to lighting rig/s, doors to internal arches between arches, fitted furniture etc.) to the listed structure, including where possible a programme of making good any interventions/fixings in the future.
- g) Full and final details of floor coverings to be used internally

Reason: To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of visual amenity of the area within which the site is located, as specified in policies SP1, DM1 and EN3 of the Core Strategy and saved Policy DC19.1 of the Manchester Unitary Development Plan.