

Planning Statement



In respect of joint planning permission and listed building consent in relation to proposed conversion of viaduct railway arches to create arts, performance, events, workshop and training space together with associated internal and external alterations and signage

Applicant:

Robertson Construction Group Ltd

Application Site:

Arches within the Viaduct adjacent to HOME Mcr,
73, Whitworth Street West & Tony Wilson Place, Manchester,
M15 4FN



The Planning Studio
111 Piccadilly
Ducie Street
Manchester
M1 2HY

T: 0161 238 4979

E: info@theplanningstudio.co.uk

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

1.0 Introduction

- 1.1 This Statement provides an appropriate planning assessment of the applicant's proposals to convert three railway arches associated with the HOME development on Whitworth Street West, Manchester to create additional arts, performance, events, workshop and training space.
- 1.2 The joint planning and listed building consent applications are submitted by Robertson Construction Group Ltd working closely with HOME Mcr ("HOME").
- 1.3 The project seeks to convert the three viaduct arches on Whitworth Street West to create arts & events spaces to be used by the HOME arts and theatre organisation.
- 1.4 The project is fully funded as part of the Manchester City Council's 'levelling-up' bid, with the project recently being confirmed as successful in receiving the funding to support the conversion of the arches for the HOME arts and theatre organisation group.
- 1.5 HOME (situated adjacent to the arches in Tony Wilson Place) is a centre for international contemporary art, theatre and film in Manchester City Centre. The HOME development opened in 2015.
- 1.6 HOME was formed by the merger of two Manchester-based arts organisations, Cornerhouse and the Library Theatre Company. The project was funded by Manchester City Council and the Garfield Weston Foundation and is supported by numerous Manchester based businesses, charities and trusts.
- 1.7 The arches project is an important extension of the arts and performing space that's in desperate need within the city. In greeting the award of funding through the levelling-up bid, HOME's executive director Jon Gilchrist said the new spaces were vital as *"all too often, the ambition of artists in the city isn't matched with affordable rehearsal and development space"*. The railway arches scheme would *"provide around 5,000 hours of free space for artists to develop their skills and work" annually and "animate the empty railway arches... helping connect them to the wider First Street development"*.
- 1.8 The transformation of three railway arches situated behind the HOME building into a dedicated talent development centre. This will build the skills and resilience of artists at all ages and stages of their careers; and increase provision offered by HOME's engagement programmes (including work with children and young people).

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- 1.9 The 'Arches' project will support HOME's artistic growth, increase HOME's sector support capabilities, and make the charity more financially sustainable and resilient.
- 1.10 The project will see the three HOME Arches becoming three interconnected and fully accessible spaces and linked to the existing HOME development through direct access from the rear of the arches into the circulation space between the arches and the rear of the HOME building.
- 1.11 The planning application seeks full planning permission for the conversion of the railway arches as shown in the submitted plans and elaborated in the Design Statement provided by the scheme's architects JMA Architects, Manchester.
- 1.12 The railway arches are part of the listed railway viaduct, a statutory listed structure and accordingly a Listed Building Consent application is made for decision contemporaneously with the submitted planning application.
- 1.13 The HOME Arches project is being led by the Robertson Construction Group Ltd who are working closely with HOME and the railway arches company '*Archco Limited*', who are responsible for the business uses of the historic arches under the railway viaduct.
- 1.14 This Planning Statement is to be read alongside the JMA Architects D&A Statement and the TPS Heritage Statement that were submitted to the Council along with a full set of the JMA Architects plans for the proposed conversion works.
- 1.15 This Planning Statement is prepared taking account of the planning policy compliance assessment of the relevant issues as set out in Section 4 of this report.
- 1.16 The planning assessment considers relevant policies set down in the statutory development plan comprising the Manchester Core Strategy, saved policies of the Manchester Unitary Development Plan and the policies and other relevant policy documents including the National Planning Policy Framework (NPPF, updated July 2021) and the Manchester Design Guide.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

2.0 Site Context

Site & Surroundings

- 2.1 The HOME 'Arches' site is located on Whitworth Street West to the south of the city centre on the edge of the First Street Development.
- 2.2 The application site comprises three brick arches under the address of 'Arch 73', which are located on Whitworth Street West directly to the north of the HOME building which lies within the First Street development.
- 2.3 The three arches and the service area/ fire escape route to the north of HOME building and to the south of the listed viaduct make up the area that is being considered as the site.
- 2.4 In terms of construction details, the Whitworth Street West Arches are formed by a brick plinth with a central brick arch with engineering brick above which encloses the sub-base of the railway above.
- 2.5 The HOME Arches are 3 of the 224 arches that form the multi-span brick railway viaduct which carries the South Junction railway line from Manchester Piccadilly railway station through elevated Manchester Oxford Road and Deansgate railway stations to Ordsall Lane.
- 2.6 The viaduct was constructed between 1846 and 1849 and now forms a key landmark within the southern part of the city centre.
- 2.7 The brick railway arches are a significant feature of the street and it is under the arches that you pass to get to First Street Development and to HOME.
- 2.8 A number of the arches between Cambridge Street and First Street are occupied with but around the application site the railway arches generally don't contribute positively to the street-scape. Because of this the arches become a barrier to the First Street Development.
- 2.9 There is a real opportunity to create an intervention within the arches that brings the quality of HOME and the First Street Development to Whitworth Street West and the wider city.
- 2.10 The HOME building is part of the mix of uses within the successful 'First Street' regeneration area, where the array of office developments, hotel, apartments, restaurants, cafes and a multi-storey car park offer a variety of city centre uses.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- 2.11 To the north east of the site, on the north side of Whitworth Street West beyond the junction with Cambridge Street is the grade II listed former Ritz Nightclub building.
- 2.12 Elsewhere beyond the site to the north east is the Grade II listed Manchester Oxford Road railway station and listed buildings situated beyond in Oxford Street to the east and Medlock Street to the west.

Historical Uses

- 2.13 Historically, like the majority of the arches within this part of the viaduct, were probably used to stable horses or as storage yards from the time of its construction until the early to mid-20th century.
- 2.14 As the early uses became obsolete, the arches in the area were typically converted for ad hoc car parking or used for vehicle repair workshops or storage.
- 2.15 During the 1980s, British Rail (now Network Rail) as owner of the viaduct worked to bring vacant and underused arches along Whitworth Street West back into active use.
- 2.16 A number of arches within Whitworth Street West have been converted to commercial uses, including bars, restaurants, shops and offices.

Relevant Planning History

- 2.17 A search of the Manchester City Council Public Access Planning records and Interactive Mapping system revealed the relevant planning permission that provided the consent for the erection of the HOME building.
- 2.18 Planning permission ref: 098438/VO/2012/C1 for development comprising a 3 storey (plus basement and roof top plant level) Class D2 Cultural facility comprising 2 theatre spaces and ancillary facilities, gallery and associated storage, 5 screen cinema, cafe bar and restaurant, creative studio and associated back of house facilities, works to 4 adjacent railway arches including infilling of one arch to provide facilities associated with the cultural centre and public realm works following demolition of any on site structures. Permission for the HOME development was granted on 10th July 2012.
- 2.19 The HOME building opened in 2015, with construction commencing 2 years earlier (see Image 1 shown below).
- 2.20 Elsewhere in the near vicinity of the site, application ref: 098187/FO/2011/C1, for the 'Dog Bowl' at Arch 57, Whitworth Street West (situated to the north east close to the Oxford Street junction) was granted planning and LBC for change of use to a bowling alley and bar (sui generis) and associated elevational alterations in May 2012.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester



Image 1: The ground works for the construction of the HOME development in 2013. The three Arches are shown directly to the north of the construction site. Image source: www.homemcr.org)

Development Proposals

- 2.21 The proposal is for full planning consent to undertake conversion of the three HOME Arches situated to the north of the HOME building into mixed use artist space combining space for performance and events, with workshops, displays, training and education in relation to the arts.
- 2.22 The quantity of development is detailed in the submitted floor area plans. Full planning and associated LBC permission is sought to develop the three railway HOME Arches with associated internal and external alterations, servicing, plant space and landscaping between the railway viaduct and the rear (north side) of the existing HOME building situated in Tony Wilson Place.
- 2.23 The scheme in total provides additional arts/event space for HOME of circa 258 sqm. This is a key part of the expansion of the artists space within the HOME development, which formed part of the Council's priority "Culture in the City" Levelling-up bid (which is understood to have successfully been awarded the bid funds to facilitate and support the HOME Mcr Arches project).
- 2.24 The physical works include external and internal alterations.
- 2.25 External alterations to the Whitworth Street West frontage include a mix of brick and glazing infills with a frameless glazing, display window with back painted glass to conceal structure, showing a back projected digital art installation.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- 2.26 The approach to the design of the Whitworth Street West elevation is to work with the mass and volume of the viaduct showing off the beauty in the brick structure and the detail of the steel supporting ties.
- 2.27 The main glazing is pushed back from face of the viaduct and display window, giving the elevation depth and allowing the underside of the brick arch to be exposed externally along with the steel ties. Set within the glazing the display windows sit as stand-alone elements respecting and not touching the brick structure.
- 2.28 The main glazing round the display window separates itself from the arch with a generous shadow gap, concealing a linear lighting detail that can change colour, responding to events such as Manchester Pride or Remembrance Day.
- 2.29 The shadow gap will also accommodate any ventilation requirements, keeping the elevation uncluttered.
- 2.30 The display windows are modern slick elements, flameless glazing and stack-bonded brickwork. Taking its cue from the arches materially but using a modern aesthetic so as not to compete or confuse itself with the brickwork of the viaduct, facade lighting will be integrated in the display window head.
- 2.31 To the rear of the site facing the HOME building, there will be two bespoke brick 'pods' (Arches '1 & 2') which will provide additional space and allow for plant and M&E equipment to be screened within these and reduce the interventions within the historic elements of the arches.
- 2.32 The brick pods containing the rooms and services push out beyond the line of the viaduct, the stack bonded brickwork broken up with glazed brick catching the sun as it tracks round.
- 2.33 The brick pods will be complemented by a brick insert in Arch '3' with an aluminium powder-coated/ anodized glazing system completing the infilling space to the external facing of the rear of the arches (allowing for a generous shadow gap).
- 2.34 In relation to the internal works, JMA's lead Architect has worked with the users and key stakeholders to design a scheme that works with the volume of the viaduct and create a series of simple, modular components that 'plug into' the spaces, offering activity and interest to the street view outside of the enclosed arches, whilst creating privacy and screening to the internal functions.
- 2.35 The internal fit-out will create usable space using sliding removable panels, fire-doors, concealed storage units and refreshment station. A structural frame will be constructed within the arches in either steel or timber to support the lighting rig,

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

possible aerial work and MEP equipment. The frame will be independent such that no significant loading will be applied to the railway arches.

- 2.36 The internal works are all temporary in terms of being removeable objects and comprise of fixtures that do not directly tie into the historic fabric of the arches.

Signage

- 2.37 Signage will be integrated into the stack bonded brick panel set flush with the brick face. The lettering set within a concrete/ reconstituted stone block recessed or inlaid with metal text/ brail.
- 2.38 The display windows are an adaptable space that artists can be commissioned to inhabit. This may take the form of physical pieces of art, digital projections, or adhesive film or similar applied directly to the glazing. It is envisaged therefore that when the windows don't have a commission in HOME will use the windows to advertise upcoming events. As with the artists instillation this could be through range of media.
- 2.39 Through meetings and the dialogue sessions with HOME and the artist groups it was agreed that the main entrance to the new facility would be from the existing HOME building.
- 2.40 The philosophy from the outset when HOME was delivered was that the foyer becomes a focal meeting point of all the users of the building, artists, actors, staff and visitors all converging at one point. This also gives one point of control to HOME for security and safety.
- 2.41 The entrance from Whitworth Street would be more for independent events happening within the arches or when it's not possible to come through HOME building. Having the dual entrances also future proofs the facility should this change.

3.0 Planning Policy Context

National Planning Policy Framework (NPPF) – Revised July 2021

- 3.1 NPPF sets out the Government's commitment to a planning system that does everything it can do to support sustainable economic and housing growth.
- 3.2 LPA's are expected to plan positively for new development, and to apply the policies of the Framework (NPPF) and sustainable development principles.
- 3.3 *Paragraph 8* - sets out the objective for achieving sustainable development through the interdependent dimensions of economic, social and environmental objectives. Net gains in these will demonstrate sustainable development is achieved.
- 3.4 *Paragraph 10* - encourages sustainable development to be achieved in a positive way, applying the presumption in favour of sustainable development set out in paragraph 11 of the NPPF.
- 3.5 *Paragraph 11* – applications for planning permission should be granted which accord with relevant policies of an up-to-date development plan. In the context of the application, policies of the Manchester Core Strategy, are the up to date policies consistent with the advice set down in the NPPF.
- 3.6 *Paragraph 12* – the presumption in favour does not change the status of the development plan as the starting point in the determination of planning applications.
- 3.7 *Paragraph 38* – local planning authorities should approach decisions on proposed development in a positive and creative way. They should work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- 3.8 *Paragraph 55* - local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations.
- 3.9 *Paragraph 56* - planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.
- 3.10 *Paragraph 80* - requires planning decisions to help create the conditions in which businesses can invest, expand and adapt.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- 3.11 *Paragraph 80* - Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 3.12 *Paragraph 85* - states that planning decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.
- 3.13 *Paragraph 86* - confirms that main town centre uses should be located within town centres.
- 3.14 *Paragraph 110* – relates to encouraging sustainable transport options, ensuring safe access and parking provision and any major impacts on the highway can be mitigated.
- 3.15 *Paragraph 119* – encourage and support proposals making effective use of land and proposals that make use of under-used land.
- 3.16 *Paragraph 120* – promote development of under-used land and buildings.
- 3.17 *Paragraph 123* – local planning authorities should take a positive approach to supporting alternative uses of land and buildings, which is currently developed but not allocated for a specific use in plans, which will help meet specific needs.
- 3.18 The revised NPPF also places great importance to the creation of high quality buildings and places.
- 3.19 *Paragraph 126* - states that good design (creating “beautiful buildings and places”) is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 3.20 *Paragraph 130* - sets out detailed criteria for planning decisions to ensure that developments function well over the life of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting.
- 3.21 *Paragraph 134* - states that development that is not well designed should be refused taking into account any local design guidance and codes.
- 3.22 *Paragraph 135* - introduces a duty on local authorities to ensure that design quality does not diminish after approval through to completion, for example through changes of materials or changes of details approved.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- 3.23 *Paragraph 157* - in relation to climate change, developments should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.
- 3.24 *Paragraph 167* - in relation to flood risk, the NPPF requires development to ensure the risk of increased flooding within the site and elsewhere is minimised and incorporate sustainable drainage systems where possible.
- 3.25 *Paragraph 174* - requires development proposals to protect and enhance features of the natural environment including biodiversity, minimising impacts and providing net gains for biodiversity interests, tree planting and addressing derelict land.
- 3.26 *Paragraphs 185, 186 & 187* – relating to impacts from noise, light and air pollution issues which expects developments to minimise impacts that create pollution or would affect living conditions. The 'agent of change' principle applies in this case where potential noisy development is located close to existing noise sensitive properties.
- 3.27 *Paragraph 194* - 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. The level of detail should be proportionate to the assets' importance and *no more than is sufficient to understand the potential impact of the proposal on their significance*.
- 3.28 *Paragraph 197* - local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.
- 3.29 *Paragraph 199* – 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 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 3.30 *Paragraph 202* - 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, where appropriate, securing its optimum viable use.

National Planning Guidance

- 3.31 'Significance' in terms of heritage-related planning policy is defined in the Glossary of the National Planning Policy Framework as the value of a heritage asset to this and
- 3.32 What matters in assessing whether a proposal might cause harm is the impact on the significance of the heritage asset. As the National Planning Policy Framework makes clear, significance derives not only from a heritage asset's physical presence, but also from its setting.
- 3.33 Proposed development affecting a heritage asset may have no impact on its significance or may enhance its significance and therefore cause no harm to the heritage asset. Where potential harm to designated heritage assets is identified, it needs to be categorised as either less than substantial harm or substantial harm (which includes total loss) in order to identify which policies in the National Planning Policy Framework apply.
- 3.34 The National Planning Policy Framework requires any harm to designated heritage assets to be weighed against the public benefits of the proposal.
- 3.35 Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit.

Development Plan Policy

- 3.36 The statutory development plan in force in Manchester comprises the Manchester Core Strategy (MCS, adopted 2012) and the saved policies of the Manchester Unitary Development Plan.
- 3.37 Manchester Core Strategy is the key planning document in Manchester and covers a period of 15 years from 2012 to 2027. It describes Manchester today and outlines the Council's vision for Manchester in the future along with planning policies which will be used to deliver that vision.
- 3.38 The MCS Vision is underpinned by a number of spatial objectives. In relation to the proposed development the following are relevant policies to be taken into account:
- *Policy SO1 - Spatial Principles:* Provide a framework within which the sustainable development of the City can contribute to halting climate change.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- *Policy SO2 – Economy:* Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.
- *Policy SP1 - Spatial Principles:* The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity.
- *Policy CC1 - Primary Economic Development Focus:* City Centre and Fringe. The City Centre is a strategic economic location and focus of employment growth in the City and City Region.
- *Policy CC4 - Visitors - Tourism, Culture and Leisure:* The City Centre will be the focus for culture and leisure in the City Region. Proposals to improve the appearance, use and accessibility of all cultural and visitor attractions and associated facilities will be supported. The improvement of facilities for business visitors will also be supported.
- *Policy CC7 - Mixed Use Development:* The City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. A range of uses should be considered for all sites, subject to the following considerations: Active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.
- *Policy CC9 - Design and Heritage:* Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character. Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.
- *Policy CC10 - A Place for Everyone:* The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through uses which increase the diversity of activity in the City Centre, with an emphasis on family-oriented activity; and high standards of accessibility to buildings and across spaces in the City Centre.

- *Policy C10 - Leisure and the Evening Economy:* New development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be permitted, subject to the following considerations:
 1. *Cumulative impact* – in areas where there is already a concentration of bars (A4), hot food takeaways (A5) and other night-time uses which are detrimental to the character or vitality and viability of the centre, there will be a presumption against further facilities.
 2. *Residential amenity* – the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance.
 3. *Balance* - new uses in Manchester centres should support both the day- time and evening/night-time economies whilst not undermining the role of the primary shopping area.
- *Policy T2 - Accessible areas of opportunity and need:* The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections. Development should be easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.
- *Policy EN1 - Design Principles and Strategic Character Areas:* All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.
- *Policy EN3 – Heritage:* Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the

Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

- *Policy EN14 - Flood Risk:* All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS).
- *Policy EN15 - Biodiversity and Geological Conservation:* The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City.
- *Policy DM1 - Development Management:* All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-
 - Appropriate siting, layout, scale, form, massing, materials and detail.
 - Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
 - Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
 - Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
 - Community safety and crime prevention.
 - Design for health.
 - Adequacy of internal accommodation and external amenity space.
 - Refuse storage and collection.
 - Vehicular access and car parking.
 - Effects relating to biodiversity, landscape, archaeological or built heritage.
 - Flood risk and drainage.
 - Existing or proposed hazardous installations.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

Saved Policies - Manchester Unitary Development Plan (UDP)

- 3.39 The UDP was adopted in 1995. Many of the UDP's policies have been superseded by policies of the adopted MCS.
- 3.40 In relation to relevant planning matters to be addressed in this Planning Statement, the following saved UDP policies have been taken into account:

Shopfronts, signs & advertisements

Policy DC14.1 - In determining applications relating to these premises for shop fronts, security grilles, advertisement signs, canopies and awnings, the Council will seek to ensure that proposals are in keeping with the character of the building and adjoining buildings, of adjoining shopfronts, where appropriate, and of the area within which the premises are located.

Policy DC14.2 - Shopfronts should allow full access for people whose mobility is impaired. The only exceptions which the Council will normally permit are where the cost is unreasonably high or where there are particularly difficult physical constraints, or where the architectural character of a listed building would be damaged.

Policy DC14.5 - The Advertisement Regulations require that applications for shop signs be considered only in the interests of amenity and public safety. In determining such applications, the Council will adopt the following policies:

In the interests of amenity - a. signs should not normally be positioned other than at fascia level; b. signs should respect the architectural form of buildings and shop frontages; c. where no obvious fascia level exists, signs above shopfronts should be in keeping with the scale of the frontage of the building.

In the interests of public safety - h. any sign which is detrimental to the safety of pedestrians or motorists will be refused.

Policy DC15. 1 – relates to advertisements and lists similar criteria to signage as listed for shop fronts and related signs (policies DC14.2 and DC14.5 refer).

Heritage

Policy DC19.1 - In determining applications for listed building consent or planning applications 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. The Council will not permit any external or

internal alteration or addition to a Listed building were, in its opinion, there would be an adverse effect on its architectural or historic character.

Development & Noise

Policy DC26.1 - The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider the effect of new development proposals which are likely to be generators of noise.

Policy DC26.4 - Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following:

- a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;
- b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or non-critical rooms within a building; and
- c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission.

Policy DC26.5 - The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

Enhancement of Rail Routes & Adjacent Land

Policy E3.3 The Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

City Centre Small Area Policy

Policy RC20 (Area 20) – The site is on the cusp of Area 20 forming the northern edge of Area 20 comprising an area bounded by Medlock Street, Railway, Oxford Street and the Mancunian Way.

Other Material Policy Documents

'Places for Everyone' – Greater Manchester Strategic Spatial Plan

- 3.41 Places for Everyone is a long-term strategic plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). The 'Places for Everyone' plan will provide a strategic framework for jobs, new homes, and sustainable growth.
- 3.42 The plan is the result of a process that began with the publication of the first Draft Greater Manchester Spatial Framework (GMSF) in 2016 and has been informed by the feedback received from residents, businesses and the development industry.
- 3.43 Consultation on 'Places for Everyone' took place between 9 August and 3 October 2021. Following analysis of responses, the nine districts intend to submit the plan to the Secretary of State, together with all the supporting documents / background evidence and any representations received during this final stage of consultation. Independent Inspector(s) will then be appointed to undertake an independent examination into the plan.
- 3.44 It is anticipated that the 'Places for Everyone' plan will be examined in public in the summer of 2022 with modifications and adoption of the Plan possible by end of 2022.
- 3.45 In terms of its status and influence in the decision on the current proposals for the HOME Arches, the 'Places for Everyone' is a draft plan of limited weight. There are no formal plan policies that are endorsed by the Council for the control over development at this present time.

'Our Manchester Strategy' – City Wide Strategy Document (2016-2025)

- 3.46 The *Our Manchester Strategy* 2016-25 sets the ambitions for the City in the period ending 2025.
- 3.47 The *Our Manchester Strategy* is updated through regular stakeholder and citizen participation and the Council reports annually on the 'State of the City' report.
- 3.48 The Council's *Our Manchester Strategy* is a key corporate strategic visioning plan for leading the City into being in the top flight of world-class cities by 2025, when the City will:
- have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- possess highly skilled, enterprising and industrious people;
- be connected, internationally and within the UK;
- play its full part in limiting the impacts of climate change;
- be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
- be clean, attractive, culturally rich, outward-looking and welcoming.

3.49 The 'Our Manchester' is a strategy document that informs the aims of the Council working closely with its partner organisations, stakeholders and citizens to improve the City.

3.50 The Our Manchester Strategy is not a statutory planning document; however, its aims strategies align with the key regenerative programmes and frameworks that have led Manchester through a period of sustained economic growth and major regeneration.

Corridor Manchester – Strategic Vision to 2025

3.51 The City Council is a major partner in the production of the 'Corridor Manchester Strategic Vision' document. The Council has endorsed the 'Corridor Manchester' strategic vision for 2025 is built on strong foundations.

3.52 Building on a previous version (2009) the effective collaboration of the partners (including the universities, hospitals, business organisations, trusts and charities, and included HOME) has enabled 'Corridor Manchester' to gain local and global recognition as a place that is "*original, creative and smart, where knowledge is put to work.*" (Quote taken from the Executive Summary of the Corridor Manchester Strategic Vision to 2025 document).

3.53 Corridor Manchester strategy sets out strategic aims to raise standards and deliver transformational changes, building on the many successes in the area through the major regeneration led developments.

3.54 One of the most important priorities for Corridor Manchester over the next 10 years is to become a great place to live, work and visit.

3.55 *Culture* plays a key role in building on a predominantly student and youth market, to a broader offer that reflects the expectations of the workforce and the city's many visitors. Corridor Manchester also has a key role to play in Manchester's cultural economy, and its contribution to the wider visitor economy.

3.56 The following three strategic objectives place culture at the heart of Corridor Manchester:

1. To support the development of world class arts and cultural organisations and activities which enhance the reputation of Corridor Manchester and the city.
2. To place cultural venues, performances and activities at the centre of a broader, leisure, sport, entertainment and lifestyle offer, including optimising the spaces between cultural assets, connecting the public realm.
3. To use cultural assets, activities and audiences to support small and medium-sized businesses in food and drink, retail, and entertainment; as well as creative, artistic, heritage and performance industries.

- 3.57 There is a strong link between this priority and place-making work, including the provision of commercial and retail premises and workspace; thereby enabling smaller businesses to flourish, including creative and cultural enterprises.

'Grown in Manchester – Known around the World': Greater Manchester's Strategy for Culture & Creativity (2019-2024)

- 3.58 The combined authorities in Greater Manchester have developed a cultural strategy outlining a shared vision and setting a clear path for all parts of Greater Manchester to maximise the impact of their culture and heritage offer.
- 3.59 Greater Manchester is known around the world for its significant contribution to music, literature, theatre, art, politics and history. The adopted culture and creativity strategy sets out a number of key strategic aims to enhance the development and value of culture and creativity as part of the Region's cultural offer to grow its world- wide reputation for developing, attracting, and retaining the very best creative talent.
- 3.60 Greater Manchester will be a place where artists and cultural organisations deliver high quality culture that is reflective of its people and places and maintains the height of our ambition, positioning GM as a leading centre for culture and creativity, regionally, nationally and internationally.
- 3.61 The strategy recognises the importance of culture, not just as a '*nice to have*', but as vital part of the lives of the Region's people and the vibrancy and distinctiveness of its places. Culture has a role to play in addressing some of Greater Manchester's most pressing issues and in promoting our places to visitors from all over the world.
- 3.62 The Greater Manchester Culture Strategy reflects, and will support, successful delivery of the *Greater Manchester Strategy*, which sets out 10 priorities to make

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

Greater Manchester one of the best places in the world to grow up, get on and grow old. By working with cultural organisations, artists and partners across Greater Manchester and beyond the Region's authorities and partners will co-develop opportunities for people to express their creativity and identity.

- 3.63 The Culture & Creativity Strategy sets out its key strategic aim, which is stated as:

"By 2024, through this unique approach, Greater Manchester's cultural offer will reflect the diversity of our people, who feel empowered to share their stories with the world, improving their wellbeing and increasing the prosperity of our businesses and the attractiveness of our places."

First Street Development Framework – Versions from 2012 to 2020

- 3.64 Published in November 2012 and subject to later revisions as development of First Street progressed, the First Street Development Framework (FSDF) aims to guide future development in First Street and its surrounding area and also forms part of the adopted Core Strategy's evidence base.

- 3.65 The FSDF states that the First Street area acts as a major commercial/amenity hub by providing a diverse mix of new business, leisure, retail, and cultural uses and also strengthening the city's evening entertainment economy.

- 3.66 Whitworth Street West is recognised by the FSDF as an important route between First Street and Manchester Oxford Road railway station but is considered to lack liveliness and activity.

- 3.67 The FSDF seeks to enliven the Whitworth Street West streetscene by encouraging retail, café and daytime and evening entertainment and leisure uses to occupy the gaps between the arches of the viaduct which run parallel to the southern side of the First Street regeneration area.

- 3.68 The latest (current) iteration of the FSDF is the 2020 addendum prepared by Deloitte Real Estate on behalf of the Council, and updated the previous addendum version of 2018, which highlighted the regenerative importance of the First Street development area as a destination of choice and to the growth of Manchester in the southern section of the city, which is noted as follows:

"The popularity of First Street as a distinctive destination within the City Centre has increased in recent years. Established occupiers like HOME, VITA, and Melia Inside Hotel have attracted a critical mass of people to the area. Development within and in the vicinity of the masterplan area at Whitworth Street, River Street and within the Great Jackson Street Framework have extended the City Centre core southwards,

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

bringing First Street closer into the heart of the city.” (Source: First Street Medlock Sites Development Framework Addendum, page 4, Deloitte Real Estate, 2020)

- 3.69 The 2020 FSDF identifies the key changes since the previous version (endorsed in 2018) and creates the development framework and key urban design parameters and guidance for future development, principally within the 'First Street-Central (west of Medlock Street).
- 3.70 The 2020 FSDF stresses the key climate change and 'Net Zero Carbon' strategic aspirations of the Council which seeks to create a net zero carbon Manchester by 2038, reducing the period to achieve net zero carbon by 12 years (from 2050).
- 3.71 The FSDF documents have been used as the regeneration framework and design guidance yardsticks for coordinating development throughout the First Street regeneration area since 2012 and was instrumental in providing the policy and design codes for the City Council's planning application that created the HOME development on Plot 2 of the FSDF area.

Manchester Design Guide – Supplementary Planning Document (2007)

- 3.72 The adopted Manchester Design Guide is a hybrid design related policy document providing expansion of existing policies and detailed guidance that covers the key aspects of design in the built environment.
- 3.73 The document was adopted in 2007, pre-dating the Core Strategy (adopted 2012) and the National Planning Policy Framework. However, whilst the Manchester Design Guide is somewhat dated, it nonetheless is an important policy and design guidance framework against which the current proposals for the HOME Mcr Arches have been considered.

4.0 Assessment of Relevant Planning, Heritage & Other Technical Issues

Culture, Arts, Leisure & Tourism – A Driving Force of Regeneration & Growth

- 4.1 Manchester's arts, culture and creative services offer plays a pivotal role in shaping the City's identity, with an enviable international profile and with game-changing major events and festivals it continues to forge new and exciting cultural facilities, most recently with the new Factory development being established in the St John's redevelopment of the former Granada Studio's site.
- 4.2 Manchester attracts a wide range of regional, national, and international events, second only to London in the UK. The City's major venues (including sports stadia, concert venues, galleries and exhibition spaces) are major regeneration programmes, that ensure Manchester continues to attract people to live and work in the City, alongside attracting major economic and housing investment.
- 4.3 The arts, culture and creative industries offer that have been at the forefront of the renaissance of the City's regeneration, particularly since the 1990's, continues to be a major part in the aspirational growth and diversification of the City as it forges new links across the national and international arts and cultural sectors, notably in theatre, film and performance.
- 4.4 In recent years, substantial investment in recognised world-class facilities and events, such as the HOME development, the extension to the Whitworth Art Gallery and the new Manchester 'Factory', provide the City with truly iconic cultural institution that are at the heart of game-changing regeneration programmes in the City Centre.
- 4.5 It is important to highlight that the City Council recognises that the arts and culture have an important role to play in the recovery of Manchester post-pandemic. In addition to the direct economic impact of the culture sector, it plays a key role in the City's complex economic system.
- 4.6 The cultural sector has a crucial role to play in promoting and encouraging a return to normal economic activity by demonstrating confidence, positivity and managing the burden of social distancing which will be vital in support of Manchester's plans to mitigate the worst impacts of the pandemic and associated economic hardship.
- 4.7 Promoting Manchester as a city that is open for business and leisure both locally, nationally and ultimately internationally will need the arts and cultural sector to be open, active and at its creative best to support the city's place-based promotional activity.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- 4.8 The importance of the arts and culture to the regeneration and ecological growth of the creativity within Manchester should not be under-estimated, and the contribution this makes to achieving sustainable communities.
- 4.9 Manchester has set an extraordinary example when it comes to supporting arts, culture and creativity, not just to the UK but to the world about what culture can mean to a city.
- 4.10 The Council's role in leading and inspiring the cultural and creative developments, including its support for the HOME project as a 'game-changing' artistic, creativity and cultural hub within the city has taken real vision and investment, alongside support from a passionate community of businesses, trusts and sponsors.
- 4.11 The creation of the HOME development demonstrated Manchester is continuing to show its forward thinking with the creation of upcoming new landmark cultural space, which together with other key arts and cultural facilities such as the extension to the Walker Art Gallery and rebirth of The Factory, are all backed by central Government funds that wouldn't otherwise be invested in the city.
- 4.12 Manchester Council's vision that sustained investment in culture would help turn around the economy, make the city centre a better place to live and work, and increase its reputation around the world.
- 4.13 HOME is a key part of the success of the cultural revolution in the city. The proposed HOME Arches project extends the facilities for artists, creative thinkers, visitors and provides a boost to the HOME's reputation as one of the most important cultural destinations in the city.
- 4.14 The approval of the proposed conversion of the HOME railway arches ticks all the stated aims and objectives of the key Manchester strategic vision documents and cultural strategies, including the supporting the vision of the Corridor Manchester for supporting facilities and investment in culture and the arts, and aligns neatly with the 5 strategic outcomes set down in the '*Our Manchester Strategy*' document.
- 4.15 To say that the support for cultural and arts development that will flow from approval of the HOME arches development is critical to the Council's "*Culture in the City*" levelling-up bid (which was recently announced as being successful), and the City Council is urged to approve this key development project.
- 4.16 The proposed development is a key part of the future plans of the HOME project and delivers on so many regeneration fronts - as evidenced by the stated strategy outcomes for enhancing the cultural, arts, creative uses and facilities in the city and in the First Street regeneration as part of the *Corridor Manchester Vision* and the updated *First Street Regeneration Framework (2020)*.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- 4.17 The approval of the HOME Arches project will enhance the reputation of HOME as one of the great cultural institutions in Manchester, which is vital to the success of the city in its journey of progress, growth and prosperity, a vision shared by Sir Tom Bloxham, MBE (Chair of Manchester International Festival):

*"Part of its success is the way that the city works together to be greater than the sum of its parts. Anyone can thrive here; there are great places to do business in, great people to do business with, plenty of homes, cafes, bars, restaurants and, underpinning it all, **great cultural institutions.**"* (Sir Tom Bloxham, MBE, Chairman of urban Splash and Manchester International Festival).

- 4.18 In cultural, arts and wellbeing terms, the proposed HOME Arches conversion development is compliant with a number of development plan policies including Manchester Core Strategy policies SP1 (spatial principles), SO2 (economy, CC1 (primary economic development focus), CC4 (visitors), CC7 (mixed uses), and CC10 (place for everyone) and saved UDP policy RC20 (small area ref: 20).

Heritage Considerations - (Refer to TPS Heritage Statement)

- 4.19 It is important to note that the proposal relates to a change of use of the listed railway arches with internal alterations to facilitate the new uses. There will be minimal interventions that affects the physical fabric of the arches.
- 4.20 Paragraph 194 of the NPPF requires a proposal that affects heritage assets to be assessed for the impact on the heritage asset and the assessment should start with an understanding of the significance of the heritage asset.
- 4.21 The viaduct and arches are a statutory listed structure, Grade II. This ascribes a level of heritage protection that requires the integrity of the listed structure to be considered as part of any development proposals that affect the arches.
- 4.22 As a matter of law, the listed building by definition is of architectural and/or historical interest that is recognised as being of local or more than local importance.
- 4.23 It is considered that the historic viaduct and its associated arches are of *significance*, the overall significance of the building as a designated heritage asset is to be determined by reference to the Historic England's '*Statement of Significance Assessment Criteria*'.

Statement of Significance

- 4.24 The Manchester Southern Junction railway viaduct is a statutory listed building of regional and national significance, with a historical and cultural connections (as considered in the submitted TPS Heritage Statement).
- 4.25 On the appraisal of the information set out in Sections 4 and 5 of the TPS Heritage Statement it is recorded that the *significance* of the Manchester Southern Junction railway viaduct is in the '**medium significance**' category (*the heritage asset is significant at a regional or national level and is evidenced as having some cultural merit and form a significant part of the urban infrastructure within the southern fringe of the city centre*).

Setting

- 4.26 *Setting* itself is not a heritage asset but can and invariably does contribute to the significance of a heritage asset. The NPPF notes that *setting* is: "*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 The proposals are not considered to affect the setting of the historic viaduct arches that is characterised by their physical presence and identity within Whitworth Street West streetscene, the activity associated with the use of the space within the arches, and the utilitarian appearance of the viaduct brick arch built form.
- 4.28 The historic railway arches will continue to be experienced as the key feature of the converted structure, and the general setting of the viaduct and its contribution in the visual amenity of the area, is not considered to be harmed by the proposals

Archaeological Interest

- 4.29 Through the assessment of archaeological evidence and regression mapping, the submitted TPS Heritage Statement came to the considered view that the archaeological interest of the railway arches is of '**neutral significance**'.

Architectural & Artistic Interest

- 4.30 In terms of the significance of the heritage asset, it is acknowledged that the listed viaduct and railway arches of a utilitarian architectural and artistic merit, nonetheless, they are part of a wider feature of industrial architectural infrastructure that is considered to be of '**medium significance**'.

Historic Interest

- 4.31 In terms of historic interest, the evidential the importance of the railways and viaducts cannot be under-estimated to the contribution they made to the industrial growth of the city, its creation of wealth and social capital, and the importance of the railways to the cultural values of the city. This is reflected in the many research and published articles that reference the contribution of the Manchester South Junction railway and viaducts to the historical development of the city.
- 4.32 The historical analysis as noted in Section 4 of the submitted TPS Heritage Statement concluded that there is a cogent case for the viaduct and railways arches to be considered as a heritage asset of '**high significance**'.

Impact of Proposals on the Designated Heritage Asset

- 4.33 Paragraph 199 of the NPPF states: "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 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance."
- 4.34 The impact of the proposals on the individual components of the heritage asset, and the overall integrity and significance of the Manchester South Junction viaduct and arches may be measured as: *adverse; negligible; or beneficial*.
- 4.35 The key objective has been to minimise any adverse impact, and, where necessary, to ensure that it is outweighed by the overall beneficial impact on the structure.
- 4.36 The physical works to be undertaken as part of the development are fully detailed within the submitted JMA Architects plans, drawings and CGI images and elaborated more fully in their Design & Access Statement.
- 4.37 JMA architects have been involved in the project from its inception and are acutely aware of the historic importance of the viaduct and arches, not just in terms of the heritage context, but also as key elements of urban infrastructure that have shaped the southern part of the city throughout the ages.

Impact of External Elevational Works to Whitworth Street West

- 4.38 Taking account of the minimal intervention approach as evidenced through the sensitive designs for the conversion of the arches (noted in the submitted JMA Architects plans and D&A Statement) the impact of the proposals in relation to the works to the frontage of the arches facing Whitworth Street West is scored as '**Minor**'

being changes that only make a small difference to the public's ability to understand and appreciate the heritage.

- 4.39 The minor impact in relation to the significance of the heritage asset does not cause harm to the asset as one can continue to appreciate the overall form, scale and design of the viaduct and the arches when viewed from the Whitworth Street West frontage.
- 4.40 Furthermore, by helping to link the HOME's arts, creative and cultural facilities into the culturally diverse area of Whitworth Street West, reconnecting the space between First Street and the location of the former Hacienda, and breaking down permeability barriers, the proposals will have a **beneficial minor impact**.

Impact of External Elevation Works Facing Manchester HOME/Tony Wilson Place

- 4.41 The submitted TPS Heritage Statement provides an assessment of the changes to the railway arches through the proposed works to the rear elevation of the arches. In this rear frontage, which faces the north side of the HOME building and has a direct access to the HOME building, the works comprise an infilling of the arches with a mix of brick pods set within a frameless glazing system and a brick infill panel.
- 4.42 The TPS heritage impact assessment records an impact score in relation to the elevational works to the rear of the arches is also considered to be '**Minor - beneficial**' – where the physical changes to the heritage asset only make a small difference to the public's ability to understand and appreciate the heritage value of the historic railway viaduct and the brick arches.

Impact of Proposed Internal Works

- 4.43 In relation to the internal works, the proposals will result in the three HOME Arches becoming three interconnected and fully accessible double height spaces providing new arts, performance, and events space. The internal fit-out will create usable space using sliding removable panels, fire-doors, concealed storage units and refreshment station.
- 4.44 A structural frame will be constructed within the arches in either steel or timber to support the lighting rig, possible aerial work and MEP equipment. The frame will be independent such that no significant loading will be applied to the railway arches.
- 4.45 The beam to column connections will be designed to resist horizontal forces, omitting the need for vertical bracing and allowing an open plan space.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- 4.46 The impact assessment for the proposed internal works considered the changes to be appropriate to the brief of the client to create a conversion of the arches with minimum interventions and to respect the integrity of the internal spaces of the arches.
- 4.47 The internal works proposed seek to achieve the feel of spaciousness within the arches and whilst the internal fit-out works are necessary and are designed to create a minimal intervention approach, by definition there are alterations that change the current internal character of the heritage asset.
- 4.48 One can argue that the internal works are all temporary in terms of being removeable objects and comprise of fixtures that do not directly tie into the historic fabric of the arches. This is considered to ensure that there is no material harm to the interior of the arches and the arches are clearly visible within the converted units.
- 4.49 Internal interventions are minimal and overall, it is assessed that the internal works will have a '*minor-negligible*' impact.

Signage Works – Design & Heritage Impact

- 4.50 The proposed signage is to complement the existing signage brand of HOME and at the design stage, as depicted in the submitted D&A Statement, the signage will be single lettering signage, either face-fixed or cut into the brick work panels in the Whitworth Street Elevation.
- 4.51 The signage will take the effect of graphics integrated into the brick panels and keep to a size and modest design to give wayfinding expression to the building from the streetscene, and not appear as fussy, dominant or garish.
- 4.52 The signs can be further controlled through the statutory advertisement regulations whether this be through deemed consent or the express consent procedures.
- 4.53 The proposed signs in the form, style and size and locations shown in the submitted plans and D&A Statement are considered to be designed to respect the local character of the area, have minimal impact on amenity and in relation to impact on the heritage asset, the proposed signage is sensitively designed and is considered to have a '*Negligible*' impact, thus creates no material harm to the heritage asset.
- 4.54 In terms of signage policies, the proposed signage demonstrates an appropriately designed lettering that complies with the saved policies of the UDP (DC14 and DC15) and with heritage policy EN3 of the Core Strategy.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

Overview of Impact on the Designated Heritage Asset

- 4.55 Overall, the proposals represent an opportunity to preserve the existing character and appearance of the viaduct and the arches and through careful integration of the proposed alterations, which are designed to respect the integrity of the arches with infill elements that will help to improve the existing setting when viewed from Whitworth Street West.
- 4.56 The conversion of the three railway arches provides the heritage asset with a long term viable optimum use, which is important in the objective to securing a sustainable future for the arches, which is supported by the objectives of the First Street Regeneration Strategy, the Manchester Core Strategy and saved policies of the Manchester Unitary Development Plan.
- 4.57 Taking into account the full package of the submitted proposals and having undertaken the appropriate significance assessment and heritage impact assessment, as set out above, the proposals for the conversion of the HOME Arches are contended to cause no material harm to the significance of the designated heritage asset as defined by the statutory Grade II listed Manchester South Junction Railway Viaduct and associated brick arches.
- 4.58 Through an appropriate heritage impact assessment, it is demonstrated that no material harm will accrue to the designated heritage asset (the Grade II listed Manchester South Junction Railway Viaduct) and paragraph 199 of the NPPF is therefore fully satisfied; as are the requirements laid out in the Planning (Listed Buildings and Conservation Areas) Act 1990 and policies EN3 of the Manchester Core Strategy and DC19 of the Unitary Development Plan relating to the need to protect heritage assets, including its setting.

Public Benefits

- 4.59 The conversion of the three railway arches will consolidate and expand the creative and cultural activities of the HOME development, by creating additional artists, theatre and events space (a key objectives of the Council's 'Levelling-up' bid) the proposals will have wider public benefits linking HOME from Whitworth Street West through the development into the adjacent First Street regeneration area, adding to the facilities that are already established within First Street regeneration development.
- 4.60 The HOME Arches project is driven by the users, stakeholders and supports of HOME and the proposals have evolved through dialogue throughout the projects conception (see details in the JMA Architects D&A Statement – Part One).

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- 4.61 The proposals will deliver a range of significant economic, social and environmental benefits , which will come from the creation of additional creative arts and cultural facility within the arches. This new cultural and artists facility will create a cultural visitor attraction of exceptional quality for residents and visitors to the city, by enhancing HOME's facilities and services helping to consolidate HOME as one of the city's most successful cultural destinations.
- 4.62 The enhanced offer within HOME as a key arts and cultural facility builds on the Library Theatre Company's and Cornerhouse's past success in working with the local communities (including the Manchester LGBT community, disabled community, homeless and young people) by offering significantly enhanced arts, events, and workshop space.
- 4.63 The proposals will create additional education potential through the enhanced level of performance and teaching space, contemporary artistic teaching practice and through its established links with local theatres, festivals, film and TV and other cultural and educational organisations in the city.
- 4.64 The enhanced new facilities created by the conversion of the three railway arches will protect existing jobs and offer opportunities for growth within the HOME organisation.
- 4.65 The proposals will ensure the HOME project continues its driven focus as one of the region's most accessible and sustainable hub for the creative and cultural arts. This gives a boost to the long term future of both the arches as a heritage asset and the popular HOME project, ensure the arches are part of the continuing renaissance of the First Street regeneration area.
- 4.66 Should the Council's Conservation Officer take a view that the proposals in totality or in part might cause any harm to the heritage asset, given there are no proposals to demolish any part of the heritage asset nor to interfere with the physical fabric of the arches, any such harm identified could only be of a less than substantial nature.
- 4.67 In such circumstances of any less than substantial harm, the heritage policy test of paragraph 202 of the NPPF allows for permission to be granted for the proposed development where the Council is satisfied that the public benefits outweigh any identified less than substantial harm.
- 4.68 The public benefits are many and of considerable economic, social and environmental value and we submit would outweigh any consideration of a less than substantial harm finding.

Design Considerations – Local Character, Distinctiveness & Visual Amenity

- 4.69 The proposed reuse of the three railway arches will give a sense of renewal to the historic viaduct arches, bringing forward active uses that will help to create a distinctive interface between Whitworth Street West, HOME and links through to the wider First Street regeneration area.
- 4.70 The design of the infills to the Whitworth Street West frontage, JMA's sensitivity to the design approach, both to the internal fit-out and to the elevation design was to work with the volume of the viaduct and create a series of simple, modular components that 'plug into' the spaces offering activity and interest to the street whilst creating privacy and screening to the internal functions.
- 4.71 The proposals will enhance the immediate vicinity through the introduction of an active sustainable use in a way that preserves the character and appearance of the listed viaduct structure which makes a positive contribution to the character of the area, particularly through the enhanced visual amenity within Whitworth Street West, where the quality of the materiality, sensitivity of the design approach to the 'infill panels' and the overall quality of the development will create a lively, attractive and well-designed development.
- 4.72 The Whitworth Street West frontage to the arches will retain its strong visual interest, the arch form being accentuated by the deep recessed infills, the retention of the steel ties and the use of brick as a main material alongside frameless glazing system that will sit within the deep recess of the new infills.
- 4.73 The proposals through the active uses of the arches, sensitive design of the internal space and the recessed infill elevations to Whitworth Street West, are considered to make a positive contribution to the local character of the area.
- 4.74 The integrity and distinctive form and design of the historic viaduct arches will be preserved and enhanced through the proposals.
- 4.75 The reuse of the application building with minimum intervention will ensure the site continues to contribute aesthetically within Whitworth Street West corridor and improves the setting of the arches within the context of the under-used spaces created within the arches and below the railway line above.
- 4.76 As demonstrated through the appraisal of heritage considerations set out in the submitted TPS Heritage Statement, the conversion of the viaduct railway arches reinvigorates the historic railway infrastructure, helps to break down physical and perceived barriers between Whitworth Street West and First Street, and enhances the Manchester HOME arts, cultural and creative facilities.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- 4.77 Whilst the Whitworth Street West frontage is respectful to creating the vision for an attractive 'street frontage', the rear of the arches (linking to the HOME building) will have a blend of appropriate infill panels of glazing brick, brick and brick pods that will be contained within the aluminium metallic glazing system with a spacious shadow gap to reveal the arches.
- 4.78 The design rational set out in the JMA Architects Design & Access Statement provides a considered and well-articulated assessment of the design approach to the proposed conversion of the railway arches. It shows the designer's ethos to approaching challenges of designing to create usable, modern facilities within the arches of an historic railway viaduct structure.
- 4.79 The approach to the design rightly has the heritage interest as the focus alongside bridging the applicant's requirements for the space to be created within the arches and providing links through the arches into HOME and into the wider First Street development.
- 4.80 Overall, it is considered that the design quality of the proposed conversion of the arches meets with development plan and NPPF policy expectations for achieving highest quality design in delivering sustainable development. In this regard, the proposals comply with policies EN1 and DM14 of the Core Strategy and saved policies DC14 and E3.3 of the UDP and complies with design policy advice set down in paragraphs 126 and 130 of the NPPF.

Impact on Amenity (including Noise)

- 4.81 The proposal seeks permission for commercial development within a relatively modest sized site, comprising an overall amount of 258sqm of floor area spread across the three railway arches.
- 4.82 The proposed site sits within a largely commercial area of the city, with some residential apartments to the north side of Whitworth Street West. These are the only potential source of noise sensitive properties that could be affected by any noise or disturbance arising from the conversion of the arches for arts. Performance and creative uses.
- 4.83 Given the location in the city centre traffic noise is also a consideration to be taken into account, the B6469 (Whitworth Street West) and the A5103 (Medlock Street) being the largest contributors. These roads are considered to both facilitate moderate to heavy traffic flow, especially at rush hour periods. Given that the proposed site sits within rail arches beneath an operating train-line, this is also expected to be a primary noise source at the site.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- 4.84 The proposals have been carefully considered to mitigate the potential for amplified noise to outbreak from the premises, with the architects working closely with the applicant's appointed acoustic consultant, Hann Tucker, to create a development that will not be heard beyond the ambient noise levels within the Whitworth Street West frontage (the only interface with adjacent residential uses).
- 4.85 The applicant company is aware of its spatial relationship with the residential block in Whitworth Street West and is keen to ensure that the uses within the converted arches are not unduly impactful on residents within the adjacent block.
- 4.86 The NPPF, paragraph 185, requires new development to be appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.
- 4.87 The NPPF policy requirement to mitigate against noise impacts is similar to control over noise impact enshrined in the Council's local planning policies, notably policies C10 and DM1 of the Core Strategy and UDP saved policy DC26.
- 4.88 The proposed development has been designed to minimise noise impacts, including reducing the potential from noise to go beyond the site when uses are active and importantly, there are no proposals to play music late into the night.
- 4.89 Section 9 of the submitted Hann tucker acoustic report confirms the dominant noise sources emanate from the railway and road traffic contributors.
- 4.90 In Section 11 of the Hann Tucker report, the assessment considers the design criteria to ensure that noise from the playing of music and performances can meet the required standards to not unduly impact on the residential amenity of the those living in the apartment block to the north.
- 4.91 In terms of mitigation, the arches are to be fully enclosed internally with glazing that will demonstrate the ability to comply with the assessment criteria (carried out by Hann Tucker).
- 4.92 The assessment confirms that using a 4mm glazing system would enable the performances and music events to take place without undue noise impacts. This is likely to be a worst-case and robust given that final glazing choice will likely be thicker for safety/security reasons, thus increasing any acoustic performance achieved within the finished elevations of the converted arches.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- 4.93 It is demonstrated that noise from the proposed development can be satisfactorily mitigated through the acoustic performance of the conversion of the arches, utilising glazing system of at least 4mm, which will pass the appropriate assessment tests.
- 4.94 The proposals will be part of a vibrant mixed use area where other events and evening economy noises will be present. HOME does not currently propose to facilitate late night playing of music, and in that regard, the Council can also consider other appropriate planning conditions on the playing of amplified music beyond an agreed time in the evening/night – following the consultation of the application and feedback from the Council's EHO, the applicant is happy to consider reasonable options for limiting the activities to a time to be agreed between the applicant and Council's EHO.
- 4.95 Taking into account the general character of the area (particularly in relation to the Whitworth Street West frontage) and other mixed use commercial and late night activities within the streetscene, and the contributions of background transport noise sources, it is considered that the proposed conversion of the railway arches to facilitate arts and culture uses associated with the HOME development will not cause undue loss of amenity to residents living on the north side of Whitworth Street West.

Transport & Accessibility

- 4.96 Policy at national and local planning level seeks to encourage sustainable forms of travel, reduce the reliance on the use of private vehicles and reduce carbon emissions through greater use of access to jobs, services and facilities through cycling, walking and public transport (NPPF paragraph 110 and Core Strategy policy T1).
- 4.97 The site is located in the city centre where there are frequent bus services along Whitworth Street West and other nearby routes including Medlock Street, Portland Street, Oxford Street and Princess Street.
- 4.98 Oxford Street railway station is situated close by and in easy walking distance at the junction of Whitworth Street West and Oxford Street.
- 4.99 The scheme does not provide any parking spaces, but extra cycle storage facilities will be provided for the new facility. HOME is currently relocating their secure cycle store in advance of the new building work as part of this move, additional cycle spaces will be provided, encouraging sustainable methods of transport.
- 4.100 Access to the cycle stores will be unchanged from the current arrangements with access being provided through the secure access gates for staff and visitors.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- 4.101 All existing on-street parking provision within Whitworth Street West will remain (not affected by the proposals) and there is ample car parking in the First Street multi-storey car park for those who have less chance to benefit from public transport, cycling or walking to the site.

Inclusive Design

- 4.102 In relation to mobility and inclusive design, the proposals have been prepared with regular consultation with users and with HOME. There will be inclusive design of the development has been developed from first design principles, with an inclusive approach to allow easy, safe and secure access to all areas of the building, arches and the public realm between the buildings.
- 4.103 HOME has been firm in its brief that the facility must be fully accessible. Level access is provided across the new development with the floor level being the same as HOME and all arches being on the same level.
- 4.104 The only level change in the proposed conversion of the three arches is from 'Arch 2' up to Whitworth Street: here stepped access with a platform lift is provided for inclusive access.
- 4.105 All doors internal and external will be accessible, where these are oversized or heavy due to the fire and acoustic requirements they will be automated.
- 4.106 All accessible WCs and showers will meet the requirements of Part M. As part of this Part M assessment, the proposals are considered to be in line with DfA2:
- 4.107 All main entrances within the development fully comply with DfA2.
- 4.108 Fixtures and fittings, including ironmongery and controls are to visually contrast with their surrounds, be usable by people with limited dexterity and reachable by those who are seated or standing.
- 4.109 As part of the improvement of inclusivity in the work place, 1 gender neutral WCs has been included on every floor of the main HOME building, which is accessed off of common corridors. Unisex WCs and gender neutral showers and changing are part of the proposed conversion layout and also included in the cycle store.
- 4.110 In terms of inclusive design credentials, HOME is at the forefront of ensuring all residents, visitor, staff, and artist/performers will have equal access to all facilities within the proposed conversion of the railway arches. The proposals are compliant with policies EN1 and DM1 of the Core Strategy.

Sustainability

- 4.111 HOME as an organisation is proud of its championing of sustainability, its published sustainability policy document and many measures to reduce waste, reduce carbon footprint and improve energy efficiency measures.
- 4.112 Section 6.1 of the submitted Design & Access Statement provides a detailed breakdown of the sustainability and Energy Statement measures of the HOME project; the principles of sustainability and carbon reduction measures will be employed throughout the design and future use of the railway arches.
- 4.113 Some of the key sustainability objectives for HOME include:
- Identify and address the intersectionality of climate and social justice, inequality, health and wellbeing and advocate for a just, green future for all.
 - Inspire action through 'carbon positive' (joyful) activities that drive change to enrich lives and life chances of our communities.
 - Double-down on our efforts to accelerate urgent change to meet ambitious zero carbon targets and drive action to reduce direct and indirect emissions.
 - Experiment with new models and practices to collaborate sustainably and inspire action. Focus areas include programming, engagement, learning, partnerships and networks.
 - Represent and reflect artists, GM community and HOME audiences. Develop inclusive and accessible learning opportunities.

Energy Statement

- 4.114 In relation to Energy Strategy, the JMA Design & Access Statement provides a detailed assessment of the principles and measures considered as part of the Energy Strategy, which is structured in accordance with the 'energy hierarchy', comprising: "Be Lean" (maximise energy efficiency), "Be Clean" (select systems to reduce energy use), "Be Green" (integrate renewables where feasible).
- 4.115 The energy hierarchy methodology ensures the building baseline demand is reduced, then the methodologies servicing the space further reduce the CO2 emissions.
- 4.116 The Energy Statement set out in the JMA D&A Statement (Section 6.1) provides a detailed appraisal of the component parts of the hierarchy. There are physical constraints with the nature of the development, notably it is an existing brick structure with open sides.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- 4.117 The proposals are designed to reduce energy demand within the building and where possible to reduce the carbon footprint and help the HOME development to reach for the ambitious targets of net zero carbon in line with the aspirations of the Council by 2038.
- 4.118 In addition to the energy demand and CO2 emission reductions requirements, embodied carbon and other environmental elements require sustainable consideration.
- 4.119 Embodied Carbon is key for reducing the overall Carbon lifecycle for buildings. Appropriate use of materials for specific functions where the form of the construction type has been adopted for the specific building type. Best practices will be enforced with regards construction management to encourage environmentally friendly construction methods and materials.
- 4.120 Implementing responsibly sourced materials throughout and obtaining appropriate certification to confirm this e.g., FSC Timber. Equally the specification of materials where viable, would advocate the lowest embodied carbon option applicable and available is adopted
- 4.121 As an overall environmental standard, the development is looking to achieve BREEAM accreditation in line with Core Strategy policies EN1 and DM1 and policy advice set down in the NPPF relating to sustainable measures to reduce carbon emissions and improve energy efficiency performance of new development.
- 4.122 In summary this environmentally considered approach as identified in the submitted Energy Statement (Section 6.1. JMA D&A Statement) allows for low CO2 emissions for the whole life cycle of the building, whilst maintaining commercial viability and surpassing minimum standard requirements.

Biodiversity

- 4.123 The arches have been assessed for bats and breeding birds by Dunelm Ecology – see submitted report.
- 4.124 The assessment of the potential of the arches for bat roosts and breeding bird is low and no evidence of either species was found during a walkover survey. The Dunelm Ecology report does not identify any need for further surveys, save for a visual inspection as and when repairs are made to the arches, and in the “very unlikely” event of a bat being found, a licensed handler will be required to advice.
- 4.125 The Dunelm Ecology report makes recommendations for enhancing biodiversity including bat and bird boxes integrated to the elevations. This recommendation will

be considered for appropriate action by the design team and HOME during the course of detailed drawings for the construction phase.

- 4.126 The proposals will not lead to any harmful effects on biodiversity and through inclusion of bat and bird boxes within the design, the proposals will lead to a beneficial improvement to the opportunities to support nesting potential for bats and birds, thus complying with policy DM1 and EN15 of the Core Strategy and paragraph 174 of the NPPF.

Crime Impact Statement

- 4.127 The applicant has commissioned a Crime Impact Statement from Greater Manchester :Police. The CIS recommendations will be incorporated into the design at the stages following planning permission.
- 4.128 The design of the converted arches has been considered taking account of the recommendations of the Crime Impact Statement prepared for the main HOME development, as the two facilities (the converted arches and the HOME building) will be operated as a single entity.
- 4.129 HOME will be happy to consider all reasonable recommendations provided in the feedback from the consultation with GMP.

Surface Water Drainage

- 4.130 A drainage plan provided by WSP Consulting has been submitted for approval. Surface water drainage is reflective of the historic development of the railway viaduct and the treatment of surface water drainage from the arches.
- 4.131 A drainage survey is to be commissioned to determine the connectivity and condition of the sites existing drainage system, including position of down pipes from the rail arches above, and any drainage installed to serve the arches as part of the redevelopment work in the immediate vicinity. It is assumed that the design of the surface water drainage and attenuation, previously installed as part of the wider redevelopment works and for the existing HOME building, included the catchment area generated by the rail arches, and that further surface water attenuation is not required.
- 4.132 The proposed below ground drainage foul and surface water drainage systems will be designed in accordance with BS EN 752:2017, the Building Regulations 2015 Approved Document H "Drainage and Waste Disposal" and Sewers for Adoption. Pipes will be laid at gradients to achieve self-cleansing velocities of 0.75 metres per second for foul sewers and 1.0 metres per second for surface water sewers.

Protection of the Historic Railway Structures

- 4.133 Network Rail will retain ownership of the arches and issue an 'Asset Agreement', which includes statutory rights of access for inspection, maintenance and performance checks of the railway including for water penetration and structural defects.
- 4.134 A structural frame will be constructed in either steel or timber to support the lighting rig, possible aerial work and MEP equipment. The frame will be independent such that no significant loading will be applied to the existing Network Rail railway arches.
- 4.135 The beam to column connections will be designed to resist horizontal forces, omitting the need for vertical bracing and allowing an open plan space.
- 4.136 The pod units housing the facilities will be constructed using load-bearing masonry. This will be tied back to the structural frame for lateral stability. The roof over the units will be constructed in concrete or timber and designed to support MEP equipment.
- 4.137 There is no direct physical attachment to the railway arches as confirmed in the submitted WSP Structural report.

5.0 Conclusions & Planning Balance

- 5.1 The proposal relates to the conversion of three historic railway arches that are part of the 224 arches within the Grade II listed Manchester South Junction Railway Viaduct.
- 5.2 The three arches are located adjacent (to the north) of the HOME Mcr development, which was constructed between 2013 to 2015, as part of the Manchester City Council's support for the replacement of the Cornerhouse and Library Theatre Company, with HOME being the creation of the new arts, cultural and creative facility, and was one of the earliest major new developments in the successful First Street Regeneration development area.
- 5.3 The current proposals to convert the historic railway arches (which are part of the HOME development in terms of being used for ancillary storage) for additional artists and performance space will significantly boost the facilities on offer at HOME.
- 5.4 The project is a major cultural regeneration priority for the City Council, which is a key partner in the HOME project and is leading the Council's bid for financial assistance under the City's "Culture in the City" levelling-up bid.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- 5.5 The Government has recently confirmed the bid was successful and the project to convert the railway arches as part of the expansion of arts, culture and creative space in the HOME development is fundable and deliverable.
- 5.6 There are significant economic benefits that flow from the proposals, not least with the grant of significant monies through the Government's Levelling-up fund, but also through contributions and support from other partner organisations.
- 5.7 The expansion of cultural and arts facilities within the HOME development further cements the success of HOME as a game-changing cultural destination in Manchester. It is a key part of the regeneration success of the First Street regeneration area and the additional arts and cultural facilities will boost the HOME's reputation far and wide as one of Manchester's "must visit" places.
- 5.8 HOME plays a key role in helping to shape places, through the success of First Street and through integration of the arts and cultural uses through to Whitworth Street West – breaking down the barrier effect of the railway viaduct, which in some minds, had held back the renaissance of city centre on the site of the former Gaythorn site prior to the success of the First Street developments.
- 5.9 The development delivers in relation to both economic and social benefits. In addition to the investment to convert the railway arches to expand the arts and cultural space and facilities, additional jobs and support services will benefit from the investment. In particular there will be opportunities to encourage freelance artists and bespoke performance and theatre companies, broadening the access to the arts, culture and leisure facilities provided by HOME.
- 5.10 The proposed conversion of the arches will be created through the high quality design of the development. There has been a number of discussions with users, stakeholders and officers of the Council. The design team has paid careful attention to user requirements, focussing on inclusive design, gender neutral facilities, and the need to ensure smooth integration of the facilities between the existing HOME building and the public facing of HOME onto Whitworth Street West.
- 5.11 The proposals have been prepared with input from an appropriate heritage assessment through historical research and through consultation with the Council's Conservation Officer.
- 5.12 The conversion works propose no physical attachment to the arches save for aluminium frame glazing system in which brick panels and pods will be infilled to give the two open elevations an appropriate infill treatment.

Planning Statement

HOME 'Arches', 73, Whitworth Street West, Manchester

- 5.13 The submitted visuals show the proposed conversion will create a high quality of design, and importantly it is designed to respect the character and integrity of the heritage asset – being the Grade II listed railway viaduct and brick arches.
- 5.14 The submitted TPS Heritage Statement demonstrates that the proposals cause no harm to the heritage asset with only minor beneficial impacts.
- 5.15 In the event that there is discordant viewpoint on the conclusions of the submitted heritage impact assessment, the public benefits set out in this Planning Statement provide a clear and cogent case that the benefits outweigh what can only possibly be considered as a low level of less than substantial harm.
- 5.16 The assessment undertaken in this Planning Statement considers the compliance of the proposals with relevant development plan policies (Manchester Core Strategy and saved policies of the UDP), and takes account of relevant policy advice set down in the NPPF, various Manchester City Council regeneration and strategic framework strategies, notably the '*Our Manchester Strategy*' and the '*Corridor Manchester*' strategy. The proposals are eminently in line with the stated aims and objectives for arts, culture, and creative uses, contributing to a vibrant and thriving culturally diverse Manchester.
- 5.17 Overall, the planning and heritage assessment of the proposed conversion of the three historic railway arches for an expansion of arts, performance, events and leisure space associated with the HOME development, is demonstrated to represent sustainable development, for which there are no technical issues that are assessed as being of such relevance and weight to outweigh the presumption in favour of sustainable development (paragraph 11 of the NPPF).
- 5.18 Accordingly, taking account of the submitted JMA Architects plans and drawings and D&A Statement, of the TPS Planning Statement (set out above) and TPS Heritage Statement, and the other submitted reports, it is on balance concluded that the proposals should be granted planning and LBC in accordance with the statutory duty under the s38(6) of the Planning & Compulsory Act 2004 and s16 and s66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.