24 October 2023

Planning Statement

Listed Building Consent-Deansgate Locks, Arches 1-12

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1. Introduction

Introduction

1.1. JLL is instructed by Schroders on behalf of SWIPACS1, the owner of Arches 1-12, Deansgate Locks, Manchester to prepare an application for:

'Listed Building Consent for various repair works and preventative measures to control water ingress into the arches from the Deansgate-Castlefield Metrolink station located above the arches.'

1.2. In addition to this Statement, the planning application is accompanied by the following supporting plans and documents:

Drawings:

- 2937_10200_Details_RevP2;
- 2937_10201_Details_RevP2;
- 2937_10501_Arch01_Existing Internal Elevations_RevP03;
- 2937_10502_Arch02_Existing Internal Elevations_RevP03;
- 2937_10503_Arch03_Existing Internal Elevations_RevP03;
- 2937_10504_Arch04_Existing Internal Elevations_RevP03;
- 2937_10505_Arch05_Existing Internal Elevations_RevP03;
- 2937_10506_Arch06_Existing Internal Elevations_RevP03;
- 2937_10507_Arch07_Existing Internal Elevations_RevP03;
- 2937_10508_Arch08_Existing Internal Elevations_RevP03;
- 2937_10509_Arch09_Existing Internal Elevations_RevP03;
- 2937_10510_Arch10_Existing Internal Elevations_RevP03;
- 2937_10511_Arch11_Existing Internal Elevations_RevP03;
- 2937_10512_Arch12_Existing Internal Elevations_RevP03;
- 2937_10601_Arch01_Proposed Internal Elevations_RevP03;
- 2937_10602_Arch02_Proposed Internal Elevations_RevP03;
- 2937_10603_Arch03_Proposed Internal Elevations_RevP03;
- 2937_10604_Arch04_Proposed Internal Elevations_RevP03;
- 2937_10605_Arch05_Proposed Internal Elevations_RevP03;
- 2937_10606_Arch06_Proposed Internal Elevations_RevP03;
- 2937_10607_Arch07_Proposed Internal Elevations_RevP03;
- 2937_10608_Arch08_Proposed Internal Elevations_RevP03;
- 2937_10609_Arch09_Proposed Internal Elevations_RevP03;
- 2937_10610_Arch10_Proposed Internal Elevations_RevP03;
- 2937_10611_Arch11_Proposed Internal Elevations_RevP03; and
- 2937_10612_Arch12_Proposed Internal Elevations_RevP03

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Reports:

- Design and Access Statement; and
- Heritage Statement

Structure

1.3. This Planning Statement identifies and addresses the issues relevant to the consideration of the application submission, as follows:

- Description of Site and Surrounding Area – describes the physical characteristics of the planning application site and its immediate surroundings;
- Planning History of the Site – sets out the planning history for the site;
- Proposed Development – provides a description of the proposed development; and
- Conclusions - sets out the conclusions of this statement.

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2. Description of Site and Surrounding Area

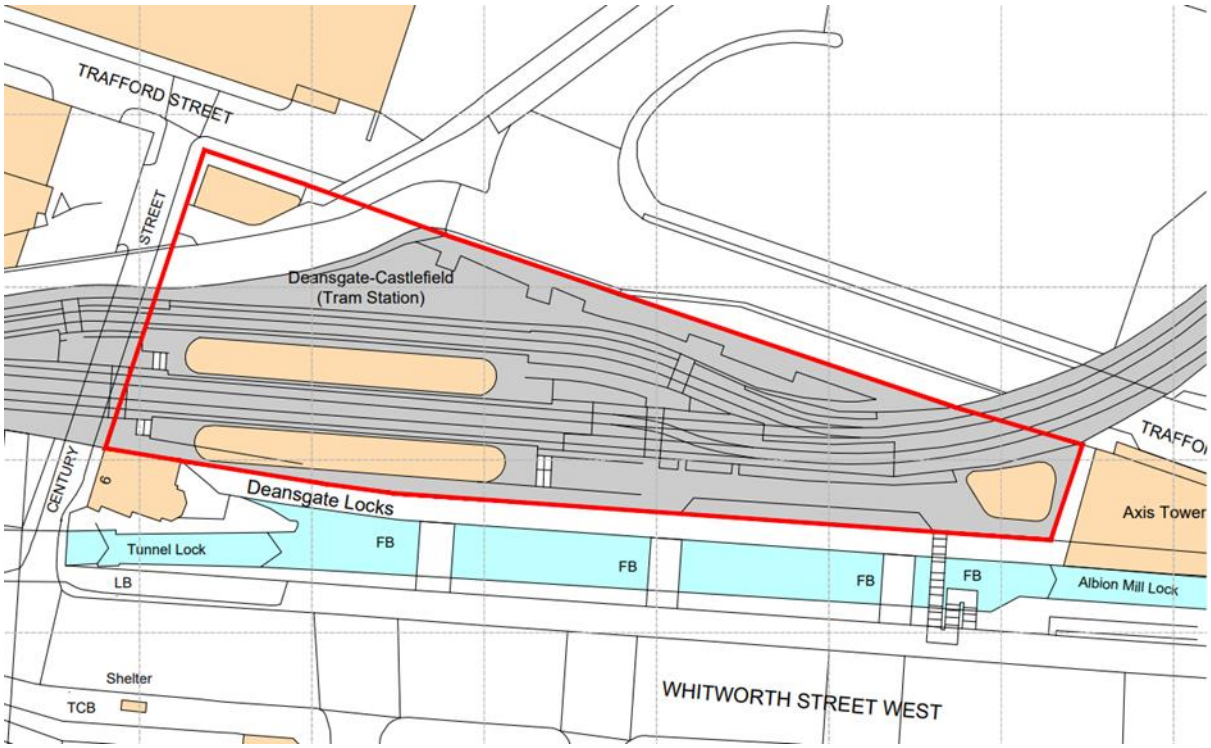
Site Location and Description

2.1 The application site comprises of 12 railway viaduct arches running east-west north of the Rochdale Canal and Whitworth Street West (B6496). The site is known as 'Deansgate Locks' and forms a popular food and beverage and leisure destination in Manchester city centre and an important pillar of the city's night-time economy.

2.2 The site is bounded by the Rochdale Canal and Whitworth Street West to the south; by 'Lock 91' located in the Lock Keeper's Cottage and Century Street to the west; by Trafford Street and Manchester Central to the north; and by Axis tower and Albion Street to the East. The Deansgate-Castlefield Metrolink station and Metrolink lines are located above the arches.

2.3 The site comprises of 12 archways running east to west. Some arches are occupied individually while others are occupied in pairs. Arch 1 is located at the west of the site and Arches 11 and 12 (occupied together) are located to the east. The arches are referred to as 'Units' in legal and commercial documents and follow the same layout pattern. As such the terms 'arch' and 'unit' may be used interchangeably when describing locations within the site.

2.4 The Deansgate Locks property is wedge shaped when viewed on plan, being widest or deepest at the western extent and narrowest at the eastern extent.



Location Plan

2.5 The units comprise of up to three floors comprising of a basement and main floor level while some units benefit from a mezzanine or partial mezzanine floor.

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2.6 The site is partially occupied and partially vacant. As set out in detail below, the condition of the building has led to a number of changes to the occupiers and tenants. In addition, a number of sub-leases re-letting have occurred and often the head tenant is different to the 'facia name' or brand which occupies each arch or unit.

2.7 The table below summarises the current position as of late 2023.

Unit No	Status	Tenant	Brand/Facia
Unit 1	Vacant under lease	Idiom	
Unit 2	Vacant under lease	Swansea Audio	
Unit 3 & 4	Vacant under lease	Comedy Store	
Unit 5 & 6	Occupied	Stonegate	Ark/PopWorld
Unit 7 & 8	Occupied	Revolution Bars	Revolution
Unit 9 & 10	Occupied	Eclectic Bars	Lola Lo
Unit 11 & 12	Vacant	Vacant	

2.8 The most recent departure from the site occurred in mid-October 2023 when the tenants of Units 11 and 12, trading as 'El Diablo' surrendered its lease. As a result, only six arches, occupied as three units, remain occupied.

2.9 Public access to the units is via three pedestrian bridges crossing the Rochdale Canal from Whitworth Street West. These bridges give access to a suspended boardwalk deck across the front of the units. Generally each bridge provides access to all units however for operational and security reasons access across the suspended deck may be restricted. A further deck is provided at basement level. Access to each unit is via personal doors from the suspended deck to each arch however where arches are occupied in pairs, the main entrance to the unit may be through one door only. Further servicing access is available from Century Street and Trafford Street. The basement level deck provides external access and is accessible in some instances for customer seating or for servicing and access.

2.10 The site forms part of a large Grade II listed building identified as the 'Castlefield Railway Viaduct from G-Mex to Dawson Street' on the Historic England register (ref: 1292315)1. The listing is set out as follows:

'*Railway viaduct. c.1880. Cast iron and wrought iron (?); red brick to east of Duke Street. Runs south-west from former Central Station, then westwards, dividing into two over Castlefield and rejoining west of River Medlock. Cast iron drum piers rising to square castellated towers supporting metal lattice parapet. Castellated brick piers with stone dressings to Gothic style skew bridges over River Medlock and roadways. To east of Duke Street viaduct is of brick with segmental arches and castellated brick piers. At western end a blue brick bridge over Dawson Street'.*

2.11 There are several listed structures in the vicinity, including the Lock Keepers House (operating as the bar Lock 91), the Rochdale Canal Lock numbers 90 and 91, and Deansgate Station.

2.12 Further detail is provided in the Heritage Statement prepared by Kathryn Sather Associates and is submitted in support of this application.

[1] https://historicengland.org.uk/listing/the-list/list-entry/1292315

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3. Planning History

3.1 The application site has a complex planning history. A review of the online planning register for Manchester City Council returned the following results. Due to the layout of the site, it is not necessarily possible to disaggregate the combined planning history of the application site from the Metrolink station located above the site, from Manchester Central (formerly G-Mex) and from other adjacent and associated sites. In addition, works to the Metrolink station and tracks are directly relevant to the proposed works and provide important context to this application.

Application Ref	Description of Development	Decision and Decision Date
133949/LO/2022	LISTED BUILDING CONSENT Repairs to station roof	Awaiting Decision
127891/LO/2020	LISTED BUILDING CONSENT for installation of glass and aluminium frontage to the entrance of the building, within railway arch.	Approved 25th Jan 2021
127890/FO/2020	Installation of glass and aluminium frontage to the entrance of the building, within railway arch.	Approved 16th September 2020
127295/LO/2020	LISTED BUILDING CONSENT for the replacement of the deteriorated timber boards with composite decking (Associated Planning App: 127664/FO/2020)	Approved 3rd August 2020
125805/LO/2019	Listed Building Consent for internal and external works to the Grade II listed Castlefield Viaduct in relation to proposed redevelopment of land at 325-327 Deansgate and the adjacent railway arches for an aparthotel and flexible commercial uses.	Approved 26th June 2020
116108/LO/2017	LISTED BUILDING CONSENT for soffit works to halt water ingress through the underside of the brick arches, and help remove the water through gutters and downpipes.	Approved 21st June 2017
107012/LO/2014/C1	Listed Building Consent for proposed new staircase and footbridge across the Rochdale Canal at the First Street end of the Deansgate Castlefield Metrolink stop.	Approved 23rd Jan 2015
103196/LO/2013/C1	LISTED BUILDING CONSENT for works associated with provision of Metrolink Stop Improvements, including parapet screen, structure to house Stop Equipment Room, stair tower with integrated lift access, stair tower with footbridge, new platform furniture, fittings and materials.	Approved 12th Nov 2013
052083/LO/CITY3/97	LISTED BUILDING CONSENT Internal and external works in association with refurbishment of viaduct arches for retail and food and drink uses including arch infill, erection of pedestrian canalside walkway and canal bridges, provision of outside sitting areas and access structure to upper viaduct level, and refurbishment and extension of part of viaduct to form four storey office building.	Approved 18th September 1997

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4. Background to the proposed works

Introduction

4.1 There is clear evidence of water ingress being experienced in the arches; whilst the investigations of this are on-going, it is clear that the 2013 Metrolink Redevelopment scheme has increased water ingress significantly, which is likely to be as a result of an alteration to the way surface water is managed. The 2013 Metrolink scheme included surface water drainage provision, however it appears that it did not include waterproofing or tanking in order to ensure that satisfactory drainage was maintained. It is understood that the 2013 Metrolink works removed the asphalt surfacing, replacing it with paving slabs, precast platform units, cable pits and granular fill. Whilst this is still being investigated it would appear that the 2013 alterations changed the way surface water within the arches is managed and as a result of not including adequate waterproofing and tanking has led to a significant increase in water ingress.

4.2 Following the 2013 Metrolink works being carried out, it is evident that water ingress has significantly increased, which included water running down the internal and external faces of the arch walls. Whilst there has been the application of soffit linings and additional copper panels to the soffits etc. on an ad hoc basis in some of the units in an attempt to mitigate the issue, the impact on the arches has been significant. A number have tenants have either ceased active trading or vacated the premises due to the impact of the water ingress.

4.3 The original conversion of the arches in the late 1990's to recreational and commercial use, was designed to retain the industrial character of the structure, including where possible the retention of exposed brickwork. In the light of this the approach of the proposed works will vary by arch, with different combinations of interventions being applied; retaining where possible the visibility of the structure.

Current Issue

4.4 Evidence of water ingress in the soffits of the arches and into the gutters can clearly be observed, in many cases the gutters have been extended or doubled up. There are also clear areas where water is coming through the walls. However, it should be noted that in many cases the walls and soffits are concealed by the tenants' fit out works and therefore the full extent of water ingress is not fully evident. There are also areas where the fit out works show visible damage from water behind the fit out works. Whilst the damage is clearly extensive, the full extent will not be known until the fit out works are removed for which Listed Building Consent is required.

4.5 It is also important to take into consideration that the use of Type A waterproofing systems employed in some locations as part of attempts by various tenants to manage water ingress have provided only a temporary solution. The lack of a holistic approach has effectively diverted water elsewhere, resulting in a greater impact on other areas of the site.

4.6 From the information at our disposal, it is our understanding that the existing copper panels are interlocking trays without any additional liner and drain directly into the gutters. There is clear evidence of water seepage through the joints between trays.

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Impact of Water Ingress

4.7 Since 2013 the owners and occupiers of the arches have had major disruption both to business continuity and financially. The owners have also been required to undertake regular leak investigations and emergency repair works due to the leaks. The works undertaken have been purely as temporary fixes, where possible to allow the tenants to continue to operate, however it is evident that further, more permanent waterproofing solutions is essential and need to be implemented to properly address the current situation and to avoid any further damage to the structures to the operating businesses and in the interests of the safety of staff and customers.

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Images showing some of the damage caused by water ingress.

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5. Proposal

Potential Solutions

5.1 As set out in the Design and Access Statement submitted in support of this application, there have been numerous solutions set out to address the water ingress issue. The following section sets out the types and preferred option for the arches. More detail can be found in the Design and Access Statement and the Heritage Impact Assessment.

5.2 The aim of the proposed works is to follow the principle of allowing at least some of the original structure to be seen but giving priority to the long term conservation of the structure. It is important to recognise that the complexity and scale of the water flows through viaduct at present cannot be addressed by improvements to the drainage alone but also necessitates a high degree of lining to the interior of the walls and ceilings.

5.3 The proposed approach requires a series of alterations to the individual arches interventions for water proofing protection

Water proofing Types

5.4 There are three recognised approaches to waterproofing protection, as defined by BS8102:2009 as follows:

- Barrier Protection (Type A) is barrier protection (typically known as tanking) whereby a waterproofing material is applied to the internal or external structure forming a barrier between the structure and any water present.
- Tanking (Type B) where the structure itself protects against water ingress. This is not the case at Deansgate Locks.
- Installation of a water management system (Type C). Protection is where a water management system is installed to drain the water ingress to a safe point of disposal. Cavity drain membranes are studded on the external face to create drainage channels. The material needs to be carefully applied, fixed, and joints sealed, and connected to an effective system of disposal. A decorative lining can then be fixed using a batten system, with fixings integrated with those of the Type C membrane. It should be noted that Type C systems require regular inspection and maintenance to ensure that there has been no build-up of debris or blockage of the cavity. Such contaminants include lime and silt leached out from the brickwork. Therefore, a means of inspection and maintenance must be built into the system from the onset.

Preferred Design Approach

5.5 The preferred approach is a bespoke design solution, using a Type C waterproof lining, and over-cladding with a decorative lining. The waterproofing system is designed to sit in the cavity created between the main structure, and a decorative lining of which there are numerous options.

5.6 The preferred lining option is plasterboard, with performed plasterboard curved corners to soften the detail similar to the existing bullnose details.

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5.7 The bespoke design solution approach combines water management for:

- Areas of minor water ingress
- All area, provision of a means of draining the water to a safe source of disposal
- Areas of major water ingress

5.8 The following methodology is proposed when carrying out the necessary works:

- Demounting of tenant's fit out for each arch
- Removal of previously applied ductwork, pipework, cables etc
- Brickwork cleaning
- Maintenance and upgrading of drainage
- Drainage Channels
- Application of fire-retardant cavity drain membrane to ceilings
- Application of preformed plasterboard curved corners
- Cleaning of brickwork of outside arches

5.9 The Design and Access Statement and the Heritage Statement provides a more comprehensive explanation of the methodology as well as the detail on drawings.

5.10 Whilst the proposals will result in much of the internal original architecture of the arches being no longer visible, it is proposed to leave the original appearance of the arch largely visible in arches 7 and 8. It is also proposed to install a heritage information panel on the external walkway and, with support of TfGM also at the upper level. This will explain both how the Castlefield Viaduct contributes to the late 19th century historical expansion of industrial Manchester and describe and provide visuals of the internal architecture of the arches.

5.11 As there is a considerable variation between the arches in both structure (original and as converted) and the condition, this will require some variation in how the methodology will be applied to each arch. The proposals reflects the primary and secondary objectives, namely the aim of the proposed works follows the principle of allowing the structure to be seen but to give priority to conservation. In designing the approach, attention has been paid to the identified architectural significance of the arches, namely:

"The arches, which form one structural component of the viaduct, are characterised by their height, internally dramatized by the lateral arches and cross vaults with their aesthetic detailing in different materials, and the depth of the arches at the western end. The recent conversion of the arches to commercial use was designed to retain the industrial character, their scale (height and depth) and the aesthetic elements and quality of construction."

5.12 The Heritage Statement in Section 6.4 sets out a summary of the proposed works in each of the Arches, based on the currently level of survey knowledge, the methodologies will be applied to each arch.

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6. Planning Policy

6.1 This section sets out the relevant local and national planning policy context against which the proposed development should be assessed.

Manchester Development Plan

6.2 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, decisions should be made in accordance with the Development Plan, unless material considerations indicate otherwise.

6.3 The adopted Development Plan for the area includes:

- The 'saved' policies of the Manchester Unitary Development Plan (UDP) (adopted July 1995); and
- Manchester Core Strategy 2012 - 2027 (adopted July 2012).

6.4 The Places for Everyone Joint Development Plan and the National Planning Policy Framework (NPPF) 2023 are also a material considerations.

UDP Saved Policies

6.5 Saved Policy DC18.1 Relates to development in conservation areas and states 'The Council will give particularly careful consideration to development proposals within Conservation Areas.

6.6 The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:

i. the relationship of new structures to neighbouring buildings and spaces;

ii. the effect of major changes to the appearance of existing buildings;

iii. *the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees)….'*

6.7 Saved Policy DC19.1 relates specifically to Listed Buildings and states *'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. In giving effect to this policy, the Council will:…*

6.8 *c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;*

6.9 *d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;…'*

Manchester Core Strategy

6.10 Policy EN 3 of the Core Strategy relates to Heritage within the city and states that *'the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts*

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and neighbourhoods, including those of the City Centre. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset'.

6.11 Policy CC9 sets out that the *'…development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed building, conservation areas and scheduled ancient monuments…'*

National Planning policy Framework 2023.

6.12 The NPPF at Section16 "Conserving and enhancing the historic environment" provides policy context for the conservation and historic environment. The following paragraphs are relevant to the proposed development:

6.13 Paragraph 194 of the National Planning Policy Framework (NPPF) 2023 states *'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. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary'.*

6.14 Paragraph 195 sets out that *'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.'*

6.15 Paragraph 197 states that 'In determining applications, 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.'

6.16 Paragraph 199 states that "*When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (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*."

6.17 Paragraph 200, in considering the potential impacts states "*Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly* exceptional"

6.18 Paragraph 201 states "*Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply: a) the nature of the heritage asset prevents all reasonable uses of the site; and b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that*

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will enable its conservation; and c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and d) the harm or loss is outweighed by the benefit of bringing the site back into use."

6.19 In relation to harm Paragraph 202 states that, "*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."*

6.20 Paragraph 204 states "*Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred."*

6.21 Finally Paragraph 205 states "*Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible69. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted."*

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7. Planning Considerations

Introduction

7.1 On the basis of the relevant planning policies set out in Chapter 6, it is considered that the proposal is acceptable in principle. Taking account of the material considerations and evidence provided in support of the planning application, the proposal complies with local and national planning policy.

7.2 Furthermore, there are a number of planning considerations relating to the principle of the development which need to be taken into account, which are considered in turn below.

Principle of Development

7.3 The existing development integrates well into surrounding land uses and is well placed to serve the tourism and visitor economy in Manchester generally. As such, the development will help support the sustainable growth of Manchester's economy while retaining an important leisure destination in the city centre.

7.4 The site benefits from being located in a highly accessible location, enjoying good public transport linkages, good linkages to cycle routes and being within easy walking distance of a significant range of key amenities. Accordingly, the development encourages travel by sustainable transport modes. The successful implementation of the proposed works will ensure that the arches are brought back into full occupation, contributing to the regeneration of this part of the City Centre.

7.5 Having regard to the above, it is relevant to take into consideration that the proposed development constitutes sustainable development in accordance with Policy SP1 of the Manchester Core Strategy and would benefit from the presumption in favour of sustainable development set out at Paragraph 11 of the NPPF.

7.6 In relation to the impact upon the heritage asset, the Heritage Impact Assessment prepared by Kathryn Sather & Associates, which was undertaken as part of the Heritage Statement sets out the significance of the listed building as required by Paragraph 194 of the NPPF. It concludes that the proposed development will not change the general character, appearance and use of the railway viaduct and the arches. The works proposed will ensure that the arches will be returned to and remain in their optimum viable use and thus continue to contribute to the economic viability and maintenance of the larger structure. The significance of the viaduct structure resides in the remaining historic fabric.

7.7 The Impact Assessment undertaken as part of the Heritage Statement considers the potential impact upon the heritage asset and acknowledges that the proposed works to the arches are being undertaken to stop the ingress of water, prevent and address the potential decay of the brickwork and its structural integrity. The proposed works will have a positive effect on the condition of the structure and will not change the exterior appearance of the arches and will have no impact on the setting of the listed buildings in the vicinity or on the character or appearance of the nearby Castlefield Conservation Area. It is acknowledged that the proposals will reduce the visibility of the internal architecture of much of this section of the overall structure.

7.8 The proposed toolbox of interventions will be applied in different areas to the affected sections of the structure. It is concluded that some of the proposals will have a slight beneficial impact, others a neutral impact and some a slight adverse impact. The overall impact on the Grade II Castlefield Railway Viaduct is judged to be neutral.

7.9 In accordance with paragraph 195 of the NPPF, the significance of the heritage asset has been identified and fully assessed. The proposed solution would resolve an ongoing problem which is severely affecting the

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aesthetics and structure of the arches. The waterproofing solution will sustain and enhance the building as well as create economic viability as tenants will be able to reoccupy the units and/or save on costs for repairs to the units. The solution has been prepared to minimise any conflict with the heritage assets conservation, in accordance with Paragraph 195 of the NPPF.

7.10 The proposed works to the arches are being undertaken to manage the ingress of the water and the potential decay of the stone and brickwork which is currently making some of the arches unfit for commercial use.

7.11 As demonstrated in the Heritage Impact Assessment, the proposed works will have a slight positive impact on the condition of the structure and a slight adverse impact on internal views of the arches, as part of the structure of the viaduct as a whole. The proposals will not change the external appearance of the arches and will have no impact on the setting of the listed buildings in the vicinity or on the character or appearance of the nearby Castlefield Conservation Area. Overall, the Heritage Impact Assessment concludes is assessed that the proposed works will have a neutral impact on the significance of the Castlefield Railway Viaduct. The proposal also include the exposure of brickwork and masonry of the internal structure, possibly within Aches 7 & 8, where the level of water ingress and damage permits.

7.12 On the basis of the findings of the Heritage Impact Assessment the proposals accords with Paragraphs 199- 205 of the NPPF and also UPD saved policies DC18.1 and DC19.1, as the proposal is seeking to enhance and preserve as well as retain and maintain the listed building for continued commercial use.

7.13 The Heritage Impact Assessment has also fully considered the adopted Core Strategy policies EN3 and CC9 identifying that the proposals preferred design will complement the current exposed brickwork within the arches and the solution provided will not only preserve the building but also enhance the exposed brickwork within each of the units.

7.14 Having regard to the above, it is concluded that the proposed development is in full accordance with the Development Plan and the NPPF on the basis that:-

- The proposed measures will secure the future use of the Arches and therefore will support and contribute to the ongoing regeneration initiatives in Manchester City Centre;
- The proposed development will support the growing tourism industry in Manchester;
- The proposed works give priority to the need to conserve the listed Railway Viaduct and return it to its optimal viable use;
- The proposals seek to address the current high levels of water ingress which is damaging the structure and reducing the commercial viability of the leisure use of the buildings;
- No historic fabric is lost through the proposed works; and
- The proposals will have a slight beneficial impact on the condition of the structure and a neutral impact upon the significance of the viaduct.

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8. Conclusion

8.1 This Planning Statement is submitted on behalf of SWIPACS1 for an application of the following development:

8.2 The site forms part of a large Grade II listed building identified as the 'Castlefield Railway Viaduct from G-Mex to Dawson Street' on the Historic England register (ref: 1292315). The arches that make up part of the building were converted in the 1990's to provide areas of recreational and commercial use while retaining its industrial character, including the retention of brickwork.

8.3 Since 2013 it is clear that water ingress has significantly increased, which is likely to be as a result of alteration to the way surface water is managed. The owners and occupiers of the arches have experienced major disruption to business continuity and have been impacted financially. The owners have also been required to undertake regular leak investigations and carried out regular emergency repair works due to the leaks.

8.4 The prosed development seeks to mitigate the water ingress issues that are causing damage to the multiple units at the Site through improvements to the drainage and a high degree level of lining to the interior of the walls and ceiling.

8.5 A number of solutions and designs have been carefully considered to resolve the issue, however the preferred approach for the works is a bespoke design solution, using a Type C waterproof lining, and over-cladding with a decorative lining. The waterproofing system is designed to sit in the cavity created between the main structure, and a decorative lining of which there are numerous options. The preferred lining option is plasterboard, with preformed plasterboard curved corners to soften the detail similar to the existing bullnose details.

8.6 This preferred option design has also carefully taken into consideration the heritage aspect of the building, and the Heritage Statement acknowledges that the proposed works are being undertaken to stop the ingress of water and address potential decay of brickwork and its structural integrity. The Statement also concludes that the proposed development will not change the general character, appearance and use if the railway viaduct and the arches. Section 6.4 of the Heritage Statement sets out a full summary of the proposed works to each of the arches.

8.7 Having regard to the above, it is concluded that the proposed development constitutes sustainable development in accordance with Policy SP1 of the Manchester Core Strategy and thus benefits from the presumption in favour of sustainable development set out at Paragraph 11 of the NPPF.

8.8 On the basis of the findings of the Heritage Impact Assessment the proposals accord with Paragraphs 199- 205 of the NPPF and also UPD saved policies DC18.1 and DC19.1, as the proposal is seeking to enhance and preserve as well as retain and maintain the listed building for continued commercial use.

8.9 The prosed works are vital to stop any further damage caused by water ingress coming into the arches, and to allow occupiers to continue to trade without being impacted financially due to the issues caused by the water damage. The proposal seeks to cause as little disruption the heritage aspect of the building as possible, but where necessary much of the brickwork will need to be covered to allow for proper mitigation measures.

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