March 2023

HERITAGE STATEMENT

Arch 13, Sheffield Street, Manchester M1 2ND

Use of space for dough-making / Pizzeria with associated modifications

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1.0 INTRODUCTION

1.1 This Statement has been prepared by Urban Future Planning Consultancy Ltd on behalf of the Applicant, to accompany a planning application seeking consent for the change of use of Arch 13, Sheffield Street, Manchester to be utilised as a dough-making space / pizzeria with associated internal and external modifications. This Statement should be read alongside the accompanying plans and other supporting documentation and information submitted as part of the application.

1.2 The application property is located on the southern side of Sheffield Street. Manchester City Council first permitted the refurbishment of the railway arches in 1986 (LPA ref no. 026578) and since then, a number of commercial entities have occupied the different 'arches'. The Applicant seeks to utilise the space at Arch 13 for making Pizza dough and Pizzas for both on-site and off-site consumption. Some minor alterations are proposed to the building's internal as well as the insertion of a small extraction grille, externally. More details of which will be set out subsequently.

1.3 The Local Planning Authority (LPA) have requested that the application be accompanied by a Heritage Assessment given that the train shed and undercroft at Manchester Piccadilly Station is Grade II listed[1]. The National Planning Policy Framework (NPPF) sets out the approach to determining planning applications in relation to heritage assets. The framework recognises that heritage assets are an irreplaceable resource that should be conserved in a manner appropriate to their significance. Heritage assets are irreplaceable, any harm or loss of significance through their alteration should require clear and convincing justification.

1.4 This report sets out the planning merits of the proposal and considers the significance of the application property within the setting of the Listed Building and will demonstrate that the development being proposed is acceptable from a heritage and conservation viewpoint. The report concludes that the minor modifications sought to the property would result in an acceptable, good quality design which does not result in harm to the setting of the Listed Building. Consequently, it is concluded that consent ought to be granted.

[1] A planning history search of the arches has however showed that no other changes of use applications at the Arches have been accompanied by a Heritage Assessment.

2.0 SITE & SURROUNDINGS

2.1 The application property is located on the southern side of Sheffield Street. The premises is a unit within the railway arches that run east from Piccadilly Train Station. The area surrounding the application site is commercial/industrial in nature. The site is located within the Mayfield SRF area of Manchester City centre, the vision for Mayfield is to deliver a world class, transformational, distinctive and imaginative commercially led neighbourhood, anchored by Mayfield Park, which will become a powerhouse of socio economic productivity. The Mayfield site is also part of the 'Manchester Piccadilly Strategic Regeneration Framework (Piccadilly SRF), which was endorsed by the Council in 2014 with an update endorsed in June 2018. This followed the UK Government's announcement, in January 2013 of their commitment to Phase 2 of High Speed 2 (HS2).

2.2 The City Council first permitted the refurbishment of the railway arches in 1986 (LPA ref no. 026578) and since then, a number of commercial entities have occupied the different arches.

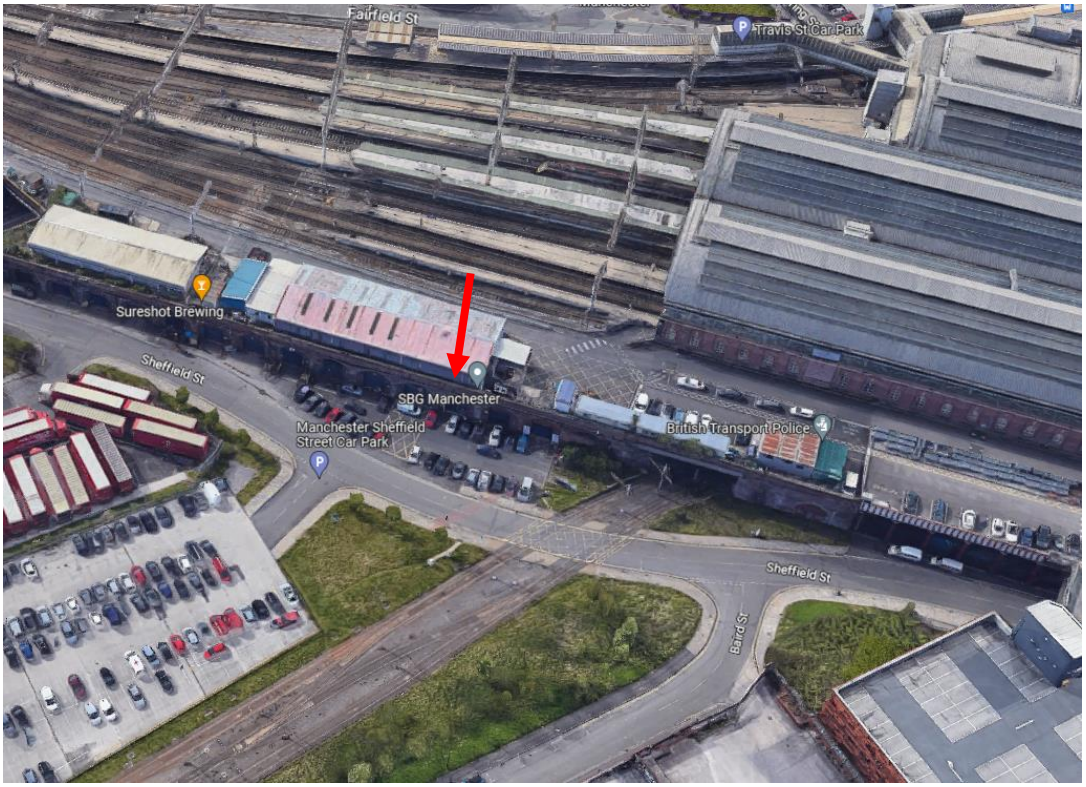

Figure 1. Application site location

2.3 The application property comprises of a refurbished railway arch providing 2,063sq/ft of mainly open plan space.

2.4 The Train shed and undercroft at Manchester Piccadilly Station is a Grade II listed building (List Entry Number: 1283014, Date first listed: 06-Jun-1994).

2.5 The structure is Grade II listed as it comprises a good example of 19th century railway engineering and for the aesthetic quality of the train shed's design, including the polychromatic brick elevations and the substantial decorated columns that support the large metal frame. It features an extensive brick-vaulted and cast-iron former goods depot undercroft which survives well below platform level and includes the remains of the 19th century sidings and track. The site is one of Manchester's principal railway stations and is an illustration of the dual importance of passenger and freight rail transport to the city and its economic development.

2.6 It forms part of a strong group of 19th century railway structures including the attached former goods offices to Piccadilly Station, London Warehouse to the north, and the MSJAR viaduct to the south (all listed Grade II).

2.7 Between 1958 and 1966, London Road Station underwent another significant phase of rebuilding as part of a mid-C20 railway modernisation scheme. The C19 entrance building was completely replaced at platform level by a new concourse building, as well as a 10-storey tower block which became offices for British Rail. The train shed structure was left relatively unaltered, although the 1880s spans were shortened at the concourse (west) end and the platform arrangement was also reconfigured, including extending the platforms eastwards, beyond cover of the train shed. The MSJAR bridge with its island platform over Fairfield Street (platforms 13 and 14) was rebuilt in pre-stressed concrete. On 12 September 1960, the station was renamed Manchester Piccadilly.

Figure 2. A number of commercial entities have occupied the different 'arches'.

Figure 3. Parts of the listed railway station are seen amongst contemporary structures such as the above section in Sheffield Street

3.0 PROPOSED DEVELOPMENT

3.1 Consent is sought for the change of use of Arch 13, Sheffield Street, Manchester to be utilised as a pizza dough-making hub alongside a pizzeria with associated internal and external modifications. The Applicant seeks to utilise the space for making Pizzas for both on-site and off-site consumption. Some minor alterations are proposed to the building's internal as well as the insertion of an extraction grille externally. The accompanying plans fully demonstrate the Applicant's intentions for the site and should be referred to for further details.

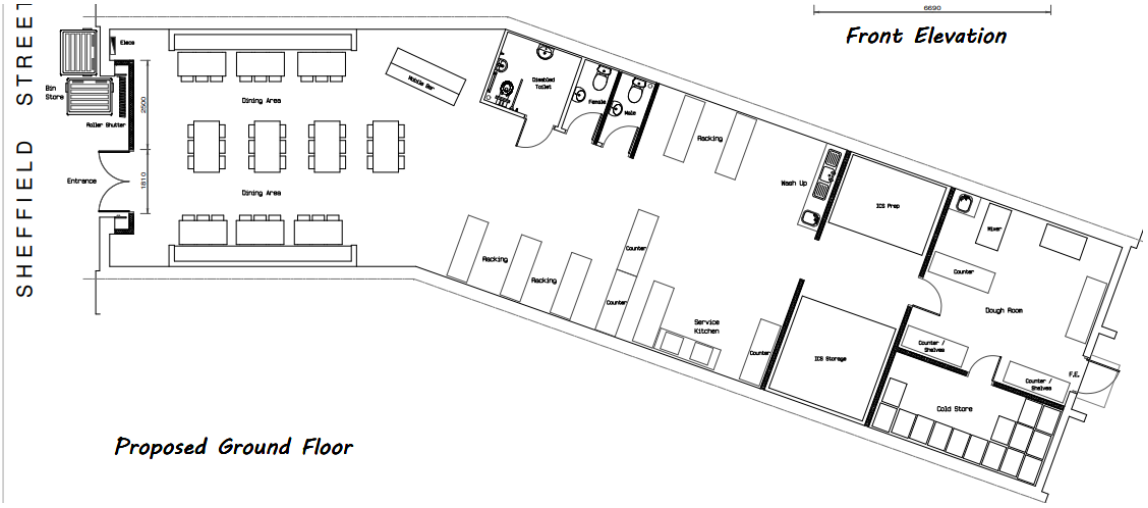

Figure 4. Proposed internal arrangement ***(not to scale)***

3.2 As demonstrated on the accompanying plans, the proposed modifications comprise almost entirely of internal works, comprising a dough preparation area, pizza preparation / serving and associated seating area. The only external alterations will consist of the insertion of an extraction grille for extraction purposes, as shown overleaf.

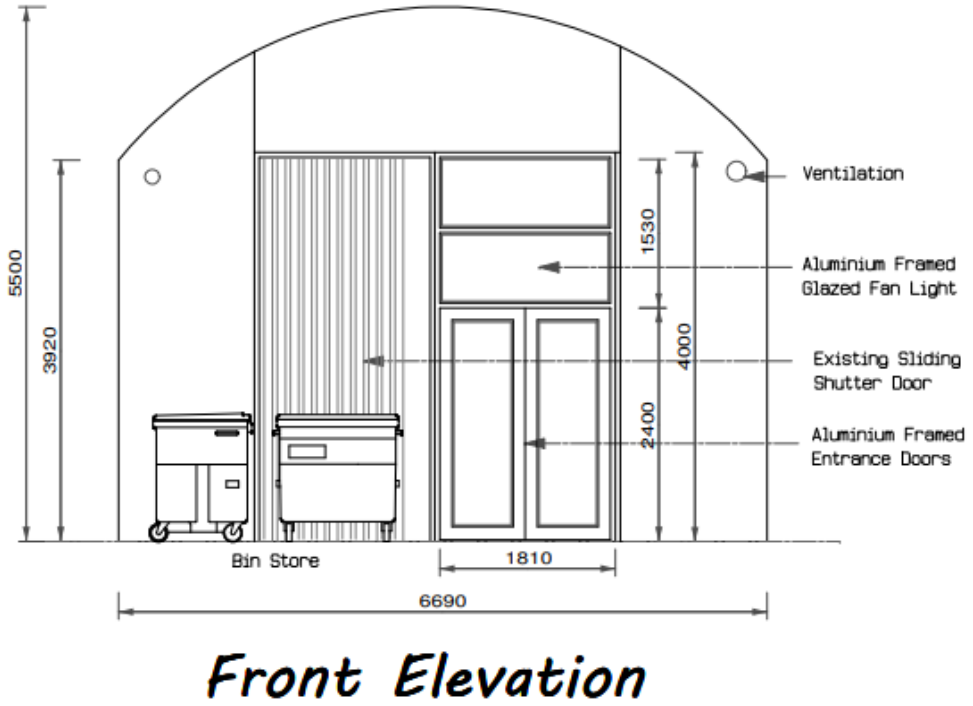

Figure 5. The only external alterations will be the insertion of an Extraction Grille for extraction purposes ***(not to scale)***

4.0 PLANNING POLICY

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the Development Plan taking into consideration any material considerations relevant to the determination of the application.

4.2 The Development Plan comprises of, at a local level, the Manchester Core Strategy (CS), adopted in 2012, which establishes the strategic planning policy framework for the period up to 2027.

4.3 Policy EN3 *Heritage* addresses historic and heritage features, the aim being to preserve or enhance the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

NPPF

4.4 With regards to proposals which affect heritage assets, at para. 189, the NPPF states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.

4.5 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. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

The Setting of Heritage Assets, 2011

4.6 This document sets out Historic England's guidance on managing change within the settings of heritage assets and is intended to assist in the implementation of the NPPF which defines setting as follows:

"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 that7significance or may be neutral."

4.7 The document outlines the necessity for a systematic and staged approach to assessing the impact of development proposals in the setting of a heritage asset. This will be based on an understanding of the significance of the heritage assets affected and the contribution of setting to that significance.

5.0 PLANNING POLICY

5.1 The purpose of this section of the Statement is to identify and assess the main planning considerations raised by the proposals in the context of relevant national and local planning policy and guidance. The key consideration in this instance is the impact of the development on the setting of the Grade II listed Train shed and undercroft at Manchester Piccadilly Station.

5.2 Section 2 of this Statement has set out the historic significance of the Grade II listed Train shed and undercroft at Manchester Piccadilly Station. The application property comprises one of thirteen 'arches' that were refurbished following the granting of LPA ref no. 026578. Since then, a number of commercial entities have occupied the different arches and the proposed development would sit alongside the other uses.

5.3 As demonstrated on the accompanying plans, the proposed modifications comprise almost entirely of internal works, comprising a dough preparation area, pizza preparation / serving and associated seating area. The only external alteration will be the insertion of an extraction grille for extraction purposes. Given that the external works are very limited, it will have a negligible impact on the setting of the host building and thus on the Grade II listed Train shed and undercroft at Manchester Piccadilly Station.

5.4 A planning history search of the site and its surroundings has been undertaken. No other change of use applications have been accompanied by a Heritage Assessment. Nevertheless, the LPA has granted consent for LPA Ref. No: 095150/FU/2010/C2 to enable the use of Arch 12 as a Gym and LPA ref no. 134078/FO/2022 to enable the creation of a drinking establishment (Sui Generis) at Arch 4. Both applications have seen the change of use to commercial with associated modifications and the proposed development will be seen within this context, and so it is considered to have a negligible impact on the setting of the Grade II listed structure.

5.5 In assessing LPA ref no.134078/FO/2022 relating to the use of Arch 4 as a drinking establishment, the Case Officer provided the following commentary which is relevant to the application proposal:

"*The Front of the Arch will remain as Existing, with the interior fitted out. Overall the impact of the proposal on visual Amenity will be minor however the additional activity within the unit will bring activity to the area."*

Case Officer's report LPA ref no.134078/FO/2022

5.6 In previously granting consents for similar schemes, the LPA have established the principle of development and the use of the spaces within the arches for commercial uses is in keeping with the locality and has a negligible impact on the setting of the Grade II listed Train shed and undercroft at Manchester Piccadilly Station. The proposed internal refurb will be done to a high standard and in any case will not be readily viewed from the street scene. Permitting the proposal therefore would not jeopardise the intentions of Policy EN3 *Heritage.*

6.0 CONCLUSION

6.1 This Statement has justified the merits and acceptability of the proposed change of use of Arch 13, Sheffield Street, Manchester to be utilised as a pizza dough making facility and pizzeria with associated internal and external modifications. It has described the significance of the application property within the setting of the neighbouring Grade II listed building including the contribution made by its setting, as required by national planning policy and guidance.

6.2 The Statement has set out the Applicant's intentions for the site and it is concluded that the proposed modifications will not have a detrimental impact for the reasons set out.

6.3 As well as generating no conflict with the development plan, the proposal would be in line with the expectations of the NPPF and section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

6.4 The NPPF states that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. It goes on to state that local planning authorities should look for solutions rather than problems, and decision takers at every level should seek to approve applications for sustainable development where possible.

6.5 For the reasons discussed, the LPA is kindly requested to grant planning permission.