RAPLEYS

Heritage Statement

Prepared by Rapleys LLP on behalf of The Arch Company Properties Limited

FULL PLANNING APPLICATION AND LISTED BUILDING CONSENT 77 WHITWORTH STREET WEST MANCHESTER M1 5WQ

October 2022

Our Ref: EP/10000612

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1 INTRODUCTION

1.1 This Heritage Statement has been prepared by Rapleys LLP on behalf of The Arch Company Properties Limited in support of a full planning application and listed building consent for the property at 77 Whitworth Street West, Manchester. This Heritage Statement is collaborative with the Rapleys LLP Design and Access Statement and as such should be read together.

1.2 Planning permission is looking to be obtained to alter the aluminium shopfront, relocate the emergency exit to the front infill, infilling the rear emergency exit and to demolish and rebuild the unsafe internal mezzanine structure to 77 Whitworth Street West, Manchester.

1.3 The need for a heritage assessment is identified in paragraph 189 of the National Planning Policy Framework (NPPF). This requires an applicant to describe the significance of any heritage assets affected, including any contribution made by its setting.

1.4 The level of detail within this statement is proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on its significance.

1.5 The preparation of this statement has entailed a site visit and subsequent desk-based assessment involving review of relevant guidance, such as the Historic England publications on conservation principles (2008) and the setting of heritage assets (2017).

2 THE NATURE AND EXTENT OF THE ASSET

2.1 77 Whitworth Street West comprises a commercial unit situated under a railway viaduct, with the frontage comprising a brickwork infill, powder coated aluminium shopfront with glazed window units and a painted timber fascia.

2.2 The property is located on Whitworth Street West and sits directly opposite to various different properties including residential flats, a performing arts centre and retail units.

2.3 The property at 77 Whitworth Street West has a Grade II listing status. This is due to the unit being constructed underneath a viaduct which forms part of the Manchester South Junction & Altrincham Viaduct. Records believe that the Manchester South Junction & Altrincham Railway Viaduct was constructed between 1846 and 1849.

2.4 Internally the property is in a poor condition and due to the lack of emergency and disabled access the unit offers, the property is currently in an un-lettable state. The previous use of the property was for retail purposes.

Figure 1 - Front elevation of the building

3 THE SIGNIFICANCE OF THE ASSET

3.1 The viaduct is believed to have been constructed between 1846 and 1849 and formed part of the Manchester South Junction & Altrincham Viaduct. The property is within the desirable location of Deansgate and is provided with brilliant transport links as it is within a short walk away from Manchester Oxford Road train station.

3.2 The elevations comprise a number of features including brickwork infill, powder coated aluminium shopfront and a painted timber fascia.

3.3 The proposed works will retain, repair and enhance the existing building features and ultimately improve its accessibility and be brought back into a condition suitable for re-letting whilst prolonging the lifespan of the asset.

4 HISTORICAL USES

4.1 Due to the location and time the arches on Whitworth Street West were constructed (between 1846 and 1849), the use for the arches would likely have been for storage purposes. As time has passed, the use of the arches has evolved and the uses have developed from car park spaces to retail, bars and the like.

5 PLANNING HISTORY

5.1 A search carried out of the Manchester City Council Public Access Planning Records and Interactive Mapping system did not uncover any applications related to the Arch at 77 Whitworth Street West.

5.2 Whilst undertaking the search of previous planning applications for Arch 77 Whitworth Street West, the search revealed that the two most recent and relevant applications on Whitworth Street West are the change of use of 3no. arches which form part of the HOME development (ref: 131992/FO/2021) which developed the arches into a performance arts centre. The other change of use granted was the 'Dog Bowl' at Arch 57 Whitworth Street West which changed the unit into a bowling alley and bar (Use Class Sui Generis), this development also included alteration works to the front elevation (LBC ref:098188/LO/2011/C1).

6 THE PROPOSED WORKS

6.1 The proposed works form part of a wider scheme of works that aim to return the property to a lettable condition which it is hoped will then prolong the lifespan of the building and enhance the area.

6.2 The works to which the application relate are as follows and are concentrated to the front infill, infilling the redundant basement exit and forming a new emergency exit to the right hand side of the front infill. The mezzanine structure has been deemed unsafe for a new tenant's occupation. The mezzanine is therefore to be demolished and rebuilt.

Front Infill

6.3 The need to alter the front infill is imperative to return the property to a lettable condition, this is due to the property lacking in safe means of escape and suitable access for wheelchair users, or those who require assistance in order to manoeuvre.

6.4 The works to the shopfront involve altering the aluminium shopfront, with the entrance doors being re-situated. Once the concrete access steps has been broken up and removed safely from the entrance, the double entrance doors will be brought forward and sit flush with the infill to provide an even and safe point of access for those who require assistance to manoeuvre. The works undertaken in altering the shopfront are to be compliant with Part M of the Building Regulations.

6.5 As part of the works in further altering the front infill, an emergency exit would be created within the brickwork to the right hand side. The reasoning for this is that the unit did provide a rear means of escape. A neighbouring property has made the rear means of escape redundant. A new secondary means of escape is therefore required to the right hand side of the front infill to comply with Part B of the Building Regulations.

Internal mezzanine structure

6.6 The existing mezzanine structure is found to not be fit for purpose for the use class that the unit currently operates under. As such, the existing mezzanine will be demolished and taken away from site and a safer mezzanine structure will be constructed in its place. Along with the mezzanine structure, a fire corridor and enclosed stairwell will be constructed, which will allow occupants at basement level safe egress to the secondary means of escape.

6.7 The mezzanine will not only be safer and more practical for the unit's use class, but it will help the unit become a fully accessible space.

7 ASSESSMENT OF THE IMPACT OF THE ASSET AND MITIGATION

7.1 The proposed works are considered the most effective and appropriate to ensure that the building remains safe and fit for occupational use.

7.2 The works to the brickwork infill will be completed in conjunction with the construction of the fire corridor and enclosed stairwell to ensure any occupants at basement level will have a means of escape in the event of an emergency.

7.3 The proposed mezzanine structure will ensure that the unit will present a safe and lettable space which can be operated under multiple use classes and will offer full accessibility into the unit.

8 CONCLUSION

8.1 It is considered that the proposed works are sensibly designed, proportioned and respects the setting, character and appearance of the building, whilst being fundamental to returning the building to a lettable condition which will ultimately further prolong the lifespan of the asset.

8.2 Our client's intention to preserve particular elements of the building is sympathetic and in keeping with the original historic features of the property.

8.3 The proposals are considered to positively contribute to the character, appearance and setting of the building within its prominent location on Whitworth Street West and as such it is hoped, that as a result, the full planning application will be approved.

APPENDIX 1 – PHOTOGRAPH APPENDIX

10000612 – 77 Whitworth Street West, Manchester – Photo Appendix

1) Front Elevation of the unit at 77 Whitworth Street West.

2) Failed guttering detail with the water bypassing the gutter and rinsing down the fascia.

3) Left hand side soiled stall riser constructed using engineering brick.

4) Right hand side soiled stall riser constructed using engineering brick. Adjacent to the shop front is the proposed location of the emergency exit.

5) The paved stepped entrance and double entrance doors which would be altered to create a fully accessible entrance into the unit.

6) Painted signage fascia which would receive redecoration works as part of the project. The colour of paint would match the existing.

7) Right hand side of the brickwork infill where the proposed emergency exit would be situated.

8) Internal view of the shopfront.

9) Internal view of the shopfront.

10) Stained wall lining.

11) Stained wall lining.

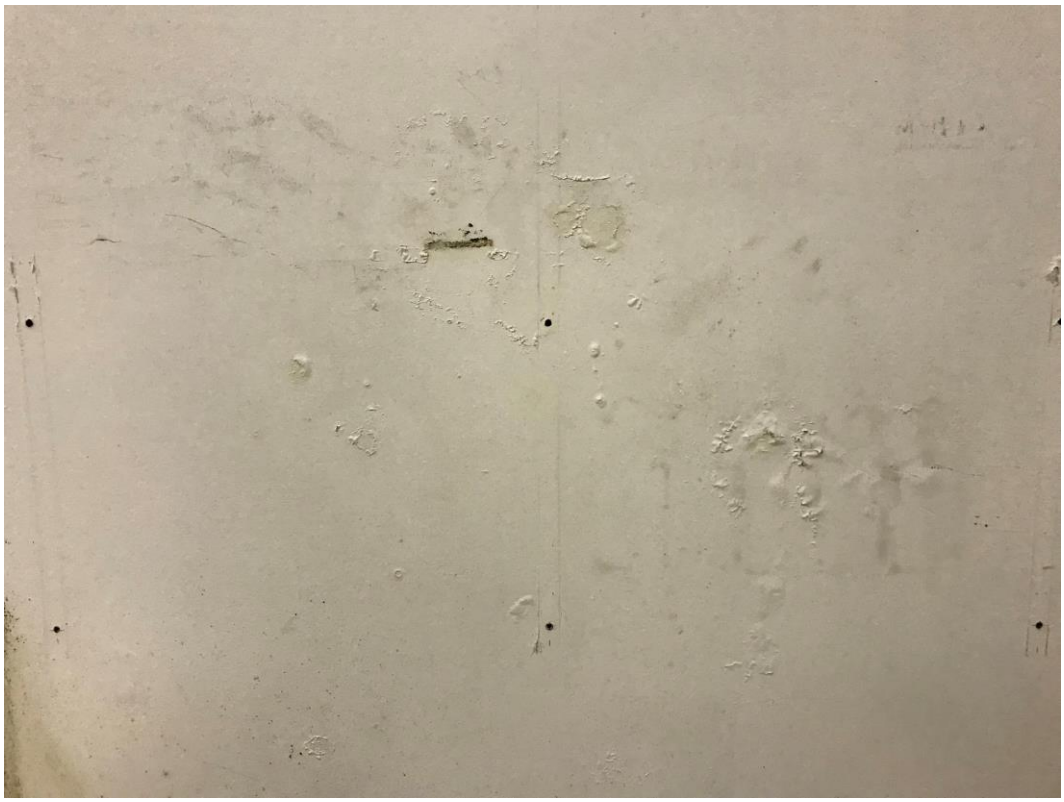
12) Stained wall lining.

13) Overview of shop floor which has been formed from the existing mezzanine structure.

14) Overview of ceiling lining and lighting system.

15) Overview of shop floor which has been formed from the existing mezzanine structure.

16) Isolated location of leak coming through the lining system.



17) Damp affected paint finish.

18) Overview of shop floor.

19) Overview of shop floor which has been formed from the existing mezzanine structure.

20) Damp affected paint finish.

21) Debris to basement level. Location of existing foul waste which will be connected into as part of the WC construction works.

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23) Underside of the mezzanine structure, which is damp affected and not fit for purpose.

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25) Debris to basement level. Location of existing foul waste which will be connected into as part of the WC construction works.

26) Underside of the mezzanine structure, which is damp affected and not fit for purpose.

27) Debris to basement level.

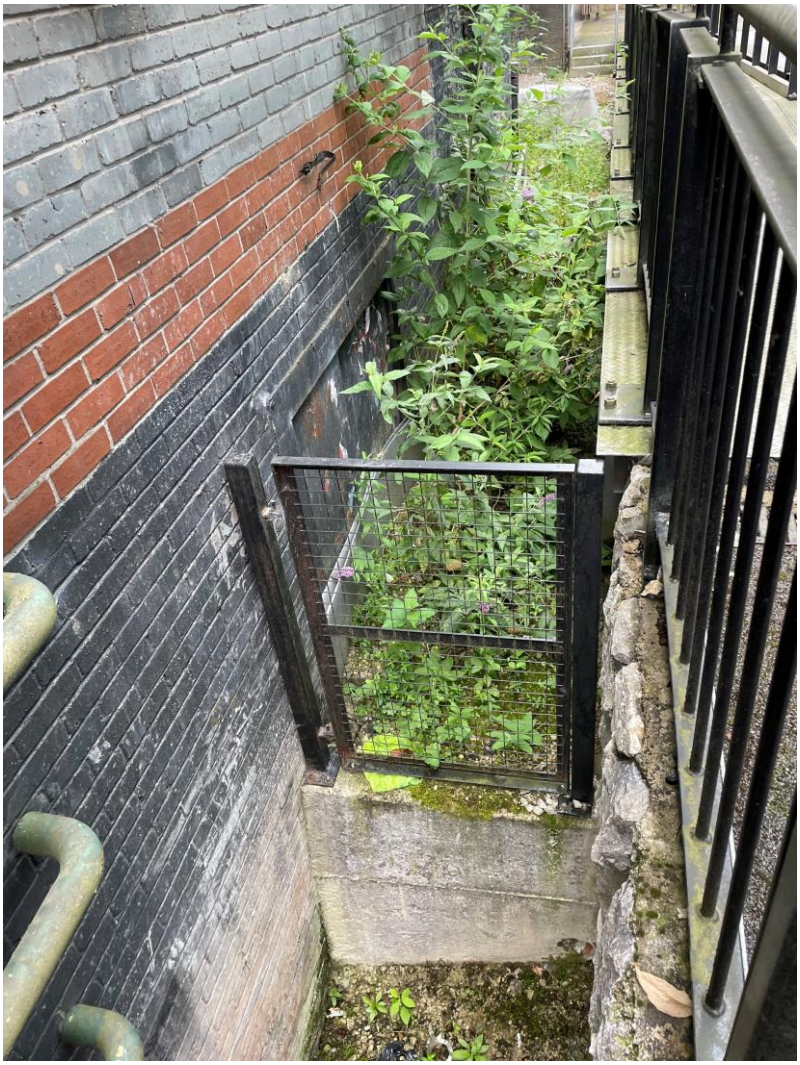
28) Debris to basement level.

29) Overview of the rear infill with the neighbouring retaining structure in close proximity.

30) Overview of the rear infill with the neighbouring retaining structure in close proximity.

31) The rear emergency exit to 77 Whitworth Street West with the neighbouring retaining structure being built in close proximity, meaning that it is unsafe and impractical to use this exit.

32) The rear emergency exit to 77 Whitworth Street West with the neighbouring retaining structure being built in close proximity, meaning that it is unsafe and impractical to use this exit.



33) The rear emergency exit to 77 Whitworth Street West with the neighbouring retaining structure being built in close proximity, meaning that it is unsafe and impractical to use this exit.

34) The rear emergency exit to 77 Whitworth Street West with the neighbouring retaining structure being built in close proximity, meaning that it is unsafe and impractical to use this exit.

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