

AL/22-01715

1st November 2022

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LONDON
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Dear Sirs

RE: SUBMISSION OF A FULL PLANNING APPLICATION FOR A CHANGE OF USE FOR DRINKING ESTABLISHMENTS WITH EXPANDED FOOD PROVISION AND FLEXIBLE OPEN E CLASS USE, SUBSTATION AND EXTERNAL AND INTERNAL REFURBISHMENT FOR ARCHES 1-4 & 6-11 AT CORPORATION STREET, MANCHESTER, M4 4DG

We act on behalf of The Arch Company (the 'Applicant') and have been instructed to submit a full planning application for a change of use for drinking establishments with expanded food provision and an open Class E (Commercial, Business and Services) to include retail, office, light industrial and restaurant/café uses, and provision of a new substation with associated access and parking along with external and internal refurbishment works including treatments to the front and rear facades Arches 1-4 & 6-11 at Corporation Street, Manchester, M4 4DG.

The description of development is as follows:

'Change of use for drinking establishments with expanded food provision & an open Class E (Commercial, Businesses and Services) to include retail, office, light industrial and restaurant/café uses, provision of a new substation with associated access and parking, along with external and internal refurbishment works including treatments to the front and rear facades for Arches 1-4 & 6-11 at Corporation Street, Manchester, M4 4DG'.

CONTENT OF THE SUBMISSION

This letter is accompanied by:

- Application Form and Certificates signed and dated
- Design and Access Statement prepared by SGP Architects and Masterplanners
- A suite of planning drawings prepared by SGP Architects and Masterplanners
- Transport Technical Statement prepared by TPA
- Planning Letter, prepared by Rapleys LLP (this document)

A payment of £494.20 (including Planning Portal service charge) to cover the planning application fee has been paid to Manchester City Council via the Planning Portal.

We would be grateful if you could consider the contents of this letter when determining the application.

SITE AND SURROUNDINGS

The existing site consists of 10 no. previously tenanted, currently vacant railway arches, numbered 1-4 & 6-11, forming a section of an arched viaduct located on Corporation Street, Manchester. The site is bordered to the South East (main frontage elevation) by Corporation Street & Dantzic Street footpath and road. The North West is bordered by the River Irk and a large car park beyond, within another ownership. Arch 5, which sits adjacent to Arch 4 & 6, is occupied, and will remain tenanted throughout and is not part of this application. Beyond arch 11 are several further arches that are not part of this application but are under the same demise.

The site has excellent access to public transport being in a city centre location. Manchester Victoria Rail Station is located less than 500 metres to the west of the site. The nearest bus stop is located on Rochdale Road (A664) and is within a 2-3 minute walk to the south east of the site and provides services towards north and south of Manchester. The area surrounding the site is mixed in character, with commercial, industrial, and residential uses situated in the local vicinity. The site has a Greater Manchester Accessibility Level (GMAL) rating of 8 (very high) which highlights the sites excellent access to public transport services.

The Manchester City Council Local Plan Policies Map identifies the arches as being within the following relevant designations:

- Regional Centre
- North Manchester Policy Area

Further to the above the subject site is not within a Conservation Area, nor in proximity to any listed buildings or their settings. The arches are located within Flood Zone 1 which translates to a low probability of flooding.

PLANNING HISTORY

A search of Manchester City Councils planning register under application ref: 029549 shows that a change of use for arch No.7 was approved for vehicle repairs. However, the remaining arches return no planning history records to confirm their previous uses.

PLANNING POLICY CONTEXT

Planning decisions should be made in accordance with adopted national and local planning policies. As set out in Section 38(6) of the Planning and Compulsory Purchase Act 2004, the starting position for any decision is the Development Plan, unless material considerations indicate otherwise. In the context of this application, the Development Plan comprises:

- Manchester Core Strategy 2012-2027 (2012)
- Extant (remaining Unitary Development Plan Policies)
- Greater Manchester Joint Waste DPD (2012)
- Greater Manchester Joint Minerals DPD (2013)
- Proposal Map

In terms of material considerations relevant to this application, the National Planning Policy Framework (NPPF 2021) is also reviewed. **Appendix 1** of this letter provides a full summary of the national, regional, and local planning policies that are relevant when assessing this proposal.

DEVELOPMENT PROPOSAL

This proposal seeks a change of use for drinking establishments with expanded food provision and a flexible open E use class to include retail and leisure uses and external and internal refurbishment works for arches 1-4 & 6-11. The size and uses proposed to the arches are as follows:

- **Arch 1 (98m² GIA)** – Flexible Class E (Commercial, Business and Services) & drinking establishment with expanded food provision.
- **Arch 2 (105m² GIA)** – Flexible Class E (Commercial, Business and Services) & drinking establishment with expanded food provision.
- **Arch 3 (112m² GIA)** – Flexible Class E (Commercial, Business and Services) & drinking establishment with expanded food provision.
- **Arch 4 (162m² GIA)** – Flexible Class E (Commercial, Business and Services) & drinking establishment with expanded food provision.
- **Arch 6 (69m² GIA)** – Flexible Class E (Commercial, Business and Services) & drinking establishment with expanded food provision.
- **Arch 7 (416m² GIA)** – Flexible Class E (Commercial, Business and Services) & drinking establishment with expanded food provision.
- **Arch 8 (552m² GIA)** – Flexible Class E (Commercial, Business and Services) & drinking establishment with expanded food provision.
- **Arch 9 (545m² GIA)** – Flexible Class E (Commercial, Business and Services) & drinking establishment with expanded food provision.
- **Arch 10 (490m² GIA)** – Flexible Class E (Commercial, Business and Services) & drinking establishment with expanded food provision.
- **Arch 11 (441m² GIA)** – Flexible Class E (Commercial, Business and Services) & drinking establishment with expanded food provision.

PLANNING CONSIDERATIONS

PRINCIPLE OF DEVELOPMENT

The arches are located within the Regional Centre (Policy EC 3) and the North Manchester (Policy EC 4) which encourages employment generating uses including offices and other commercial development. It is the largest concentration of economic activity in the Manchester City Region, with the City Centre and adjacent areas providing approximately 14ha of employment land.

The proposal seeks to change the use of arches 1-4 and 6-11 for a flexible open E use class which will include retail, office, light industrial and restaurant and café uses that are all compatible with the other commercial and residential uses within the surrounding area. The arches are located within a Greater Manchester Accessibility Level (GMAL) rating of 8 (very high) which highlights the sites excellent access to public transport services and the proposal will promote the use of sustainable transport methods, such as walking, cycling and the use of the variety of public transport options within the immediate surrounding area.

The proposal seek to bring back into use vacant arches that will make effective use of existing brownfield land, which is supported by Section 11: Making effective use of land in the NPPF 2021. Such proposed uses within arches are very common across the City of Manchester with many examples of the reuse of arches for flexible E class uses, allowing the smaller boutique food and beverage, retail, and leisure businesses to thrive in sustainable locations with minimal impact on the surrounding area.

Considering the above the proposal is in accordance with NPPF Policies and Manchester City Core Strategy and the Council are encouraged to support this proposal.

EXTERNAL AND INTERNAL REFURBISHMENT

The main construction of the arches is load bearing brickwork with the main elevations facing Corporation Street being of relatively low architectural merit and quality. The arches are in a poor condition. Elements of the brickwork detailing have deteriorated due to water / salt damage or from vehicle impact. The infills consist of a combination of masonry, steel and timber windows and curtain walling shopfronts, steel or timber vehicular and personnel doors with metal roller shutters and metal overhead shutter boxings, which are of poor quality and need to be removed and upgraded. Generally, the Corporation Street elevations appear dirty, due to graffiti, the effects of pollution or water ingress/egress which has caused efflorescence and moss / lichen and vegetation growth with some of the panels broken or fallen away.

This proposal for the typical Corporation Street elevational treatment shows a considered approach to the infill design which can be carried across all the arches with a similar design aesthetic. This design for the main Corporation Street elevation comprises new cavity wall / masonry infill, glazed curtain walling / shopfront, a centrally located glazed double door within the curtain wall with an external security roller shutter boxing integrated as required. The elevation is broken up with structural façade members. The elevation is flanked by an integrated fire escape door and matching panel opposite to create symmetry to the longer units (7,8,9,10,11). A signage zone is allowed for as a spandrel panel or as glazing signage. The elevation is to have combined up and down LED lighting to emphasize the aesthetic. The proposal will also provide signage zones located in between the arches for future uses to provide their own individual business signage.

The proposed external and internal refurbishment works have been carefully considered in a site-specific response through drawing on successful refurbishments of nearby arches along with responding to the surrounding area. The proposed design incorporates high quality materials and will restore a high-quality appearance to the elevation at this location on Corporation Street. The design and style of the infills will very much create an on-brand aesthetic which will create an attractive 'Street' of arches suitable for a mixture drinking establishments uses and class E uses which will be attractive to a wide variety of tenants.

The above external and internal works will rejuvenate underutilized arch spaces for flexible business space. The new frontages to the arches will link into the existing public realm and provide an active frontage onto Corporation Street which will also promote links to Manchester Victoria and the wider city centre to the west and to North Manchester to the east.

In relation to fire safety and means of escape, Arches 1, 2, 3 & 6 are within single escape distances to the proposed entrance door. Arches 4, 7, 8, 9 10 & 11 are over the maximum depth for a single mean of escape travel distance (18m) which leaves a section of the arch unusable therefore a secondary means of fire escape has been considered. Arches 7, 8, 9 10 & 11 with the inclusion of a secondary means of escape, still have areas over the maximum depth for a multiple mean of escape travel distance (45m) which leaves a section of each arch unusable, therefore a fire engineered solution has been considered which will be agreed with the building regulations office. Further details are provided within the submitted Design and Access Statement prepared by SGP Architects and Masterplanners.

SUBSTATION

A new substation is proposed to the eastern corner of the site along Dantzic Street. The substation will be within a housing which is of a standard design for such infrastructure. The provision of an off-street parking space alongside the substation, will allow for servicing and maintenance and to be solely used by the required statutory undertaker or commissioned contractor. The existing fence line will be amended around the new

substation to allow for 24-hour access from Dantzic Street. Further details of the substation are provided within the supporting drawings.

ACCESS, PARKING, SERVICING, AND REFUSE

The site has a Greater Manchester Accessibility Level (GMAL) rating of 8 (very high) which highlights the sites excellent access to public transport services. On this basis the proposed development will be car free and seek to retain the existing access arrangements.

The provision of cycle parking for each of the arches will be provided in accordance with Local Plan Annex C Parking Standards subject to the end use. The parking provision will be the responsibility of the end user and provided within each of the respective arches.

Regarding refuse, servicing, this will be undertaken on-street from the single yellow line kerb adjacent to each respective arch, as per the existing arrangements. Further details are provided within the submitted Transport Statement prepared by Transport Planning Associates.

ENVIRONMENTAL CONSIDERATIONS

FLOOD RISK

The sites fall entirely within Flood Zone 1 which translates to a low probability of flooding. The proposal is for a change of use with minimal external and internal alterations to the arches which will not impact on the flooding risk to the area.

CONCLUSIONS

I trust that you find this letter self-explanatory, and that the council will agree the change of use for drinking establishments with expanded food provision and a flexible open Class E (Commercial, Business and Services), the provision of a new substation, along with external and internal refurbishment of the vacant arches which will revitalise this area and contribute to flexible and adaptable employment floorspace for a variety of end users within this sustainable town centre and opportunity area location is acceptable.

If you require any further information regarding the proposals, please do not hesitate to contact me.

Yours sincerely,

Abraham Laker

[Abraham Laker \(Nov 1, 2022 14:09 GMT\)](#)

Abraham Laker

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Enc. Application

APPENDIX 1: PLANNING POLICY

The following national, and local policies summarised below are considered relevant when assessing this proposal:

National Planning Policy Framework (2021)

The NPPF sets out the Government's planning policies for England and how these should be applied. In this context, the NPPF is a material consideration in planning decisions. The sections of the NPPF particularly relevant to this application are reviewed below.

Section 4: Decision Making, highlights within paragraph 38 requires Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and 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.

Section 6: Building a strong, competitive economy, identifies that Planning policies and decisions should help create the conditions in which businesses can invest, expand, and adapt. 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.

Paragraph 83 requires planning policies and decisions should recognise and address the specific locational requirements of different sectors.

Section 7: Ensuring the vitality of town centre, identifies that planning policies and 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.

Paragraph 86 criteria c identifies that planning policies should retain and enhance existing markets and, where appropriate, re-introduce or create new ones.

Section 8: Promoting healthy and safe communities, requires planning policies and decision should aim to achieve healthy, inclusive, and safe places.

Paragraph 93 criteria a, states that to provide social, recreational, and cultural facilities and services the community needs, planning policies and decision should plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses, and places of worship) and other local services to enhance the sustainability of communities and residential environments.

Paragraph 100 states that Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

Section 9: Promoting sustainable transport, seeks opportunities to maximise sustainable transport solutions such as walking, cycling and use of public transport.

Section 11: Making effective use of land, planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Section 12: Achieving well-design places, encourages the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 130 states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming, and distinctive places to live, work and visit.
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive, and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Manchester Core Strategy 2012 – 2027 (Adopted 2012)

The Manchester Core Strategy 2012-2027 (Adopted 2012) policies relevant to the proposed development are as follows.

- Policy SP 1 (Spatial Principles) states that The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.
- Policy EC 1 (Employment and Economic Growth in Manchester) identifies the Regional Centre as a key location for major employment growth.
- Policy EC 2 (Existing Employment Space) highlights that the Council will seek to retain and enhance employment space and sites.
- Policy EC 3 (The Regional Centre) states that within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged. Furthermore, the Regional Centre is an appropriate location for large scale leisure uses, for which City Centre sites are unsuitable.

- Policy CC 5 (Transport) identifies that developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest. 58 8 Objective 2 Economy and City Centre Manchester City Council | Manchester Core Strategy 2012 to 2027 Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. Furthermore, the Council will seek to ensure that development includes adequate parking provision for cars and bicycles.
- Policy EC 4 (North Manchester) identifies that North Manchester is expected to provide approximately 14ha of employment land.
- Policy C 10 (Leisure and the Evening Economy) identifies that 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.

When considering the impact of a proposed bar or hot food take away regard will be had to the above policy and also:

- The existing number of similar establishments in the immediate area and their proximity to each other;
 - The type and characteristics of other uses, such as housing, shops and public houses;
 - The existence of vacant shop units and the condition of the unit;
 - The importance of the location for local shopping, and the number, function and location of shops that would remain to serve the local community;
 - The character of the centre and its frontage, and the nature of the use proposed;
 - The potential impacts of the proposal on the wider community; and
 - Any known unresolved amenity, traffic or safety issues arising from existing uses in the area.
- Policy T 1 (Sustainable Transport) identifies that the Council will support proposals that:
 - Improve choice by developing alternatives to the car;
 - Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
 - Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;
 - Improve pedestrian routes and the pedestrian environment;
 - Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).

- Policy EN 8 (Adaptation to Climate Change) requires all development will be expected to be adaptable to climate change in terms of design, layout, siting and function.
- Policy DM 1 (Development Management) requires 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;
 - Flood risk and drainage.