PLANNING STATEMENT

Change of Use from Warehouse/Storage (Class B8) to Micropub (Sui Generis) at Arch 7, Sheffield Street, Manchester M1 2ND.

MPD Built Environment Consultants Ltd

INTRODUCTION

This statement has been prepared to support the planning application for a change of use of Arch 7, Sheffield Street, Manchester to a microbar (sui generis).

This statement explains the concept and principles of the development in relation to accessibility, character, community safety, environmental sustainability, movement and assesses the proposal against the relevant Planning Policy framework. The statement demonstrates the proposal accords with relevant National and Local Planning Policy and other material planning policy considerations.

THE PROPOSALS

This is a planning application to change the use of the premises to a microbar (sui generis). The proposals consist of a change of use of the premises from storage (Class B8) to a drinking establishment (formerly Class A4 now sui generis).

The property consists of a railway arch which fronts onto Sheffield Street and extends under the mainline railway tracks serving Piccadilly Station.

The premises consist of a ground floor bar and seating area along with toilets and a cooling room and storage area to the rear of the arch. The overall gross internal floor area of the premises is 217.3sqm.

The premises are accessed from the main entrance on Sheffield Street which is a glazed frontage which is covered by an existing roller shutter door when closed to provide security to the premises. There is also a rear emergency access/egress door which provides access to the service area. The service area has to remain clear at all times as this is a tenancy condition and as such this means that refuse bins cannot be left outside and instead need to be stored internally within the archway.

The rear part of the arch will house the cold room and will also house the refuse storage facility. The refuse bin will be wheeled out for emptying on refuse collection day and will then be returned to its designated position.

No external alterations are proposed as part of this application.



Figure 1: Frontage view of Arch 7 with the Roller Shutter open.

SITE AND SURROUNDINGS

The site is located in the edge of Manchester City Centre within a railway arch No.7 which extends under the railway line connecting Manchester Piccadilly with the south and east.

The unit comprises refurbished arch accessed via steel roller shutter doors. Internally the unit benefits from a solid concrete floor, fluorescent lighting, three phase electricity supply, mains water/drainage and WC facilities.

The site is well served by public transport connecting to other parts of City and beyond with Piccadilly Metrolink tram stop and numerous bus services passing nearby. There is also plenty of public parking available in the vicinity.

The nearest residential properties are located some 140 metres away from the site. Opposite the site in between the closest apartment block is an HGV parking area and a commuter car park. The Metrolink to the Etihad Campus and Ashton – Under – Lyne is situated close by, and the mainline railway is situated above the site. Given these factors along with its town centre location ambient background noise levels are higher than would normally be expected.

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 socioeconomic 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.



Figure 2: Frontage of Arch 7 with the roller shutter closed.



Figure 3: Aerial View of the site.



Figure 4: Street View looking south along Sheffield Street of Arch 7.

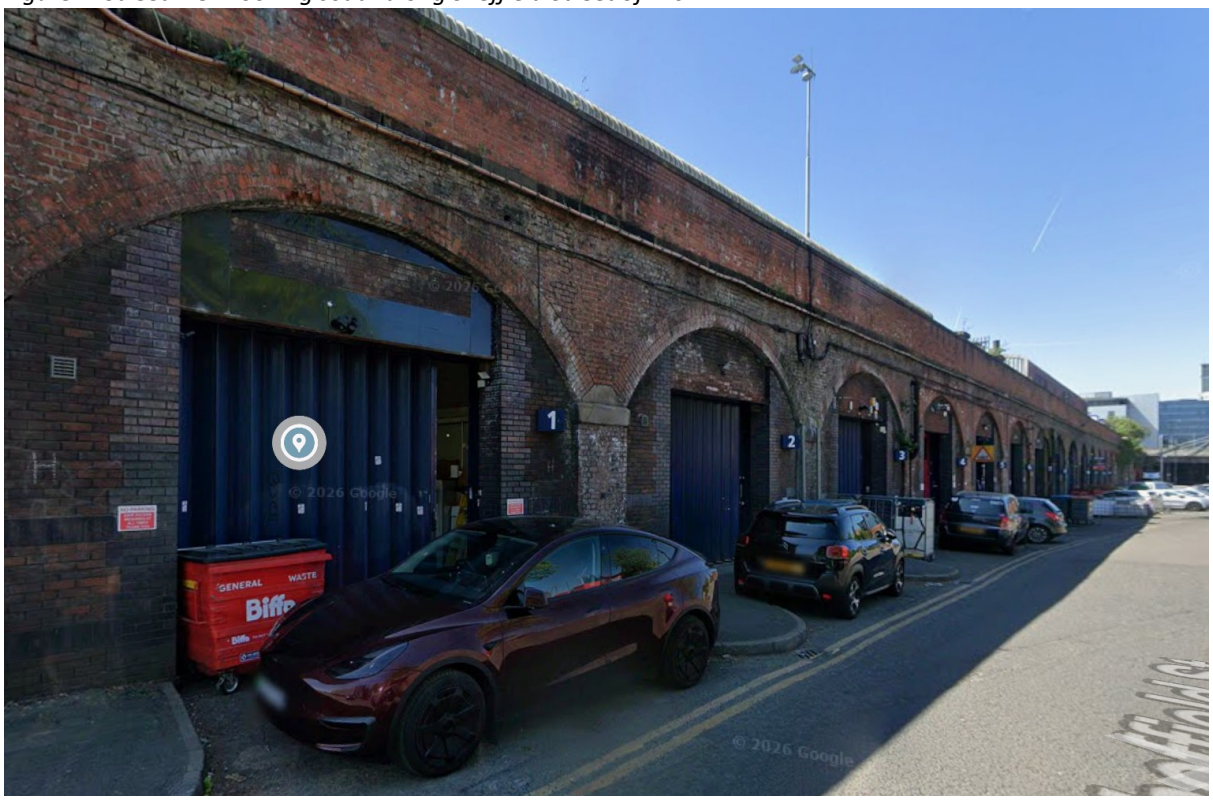


Figure 5: Looking North up Sheffield Street towards the Metrolink and Piccadilly Station.



Figure 6: Looking South from the Metrolink Tramway down Sheffield Street

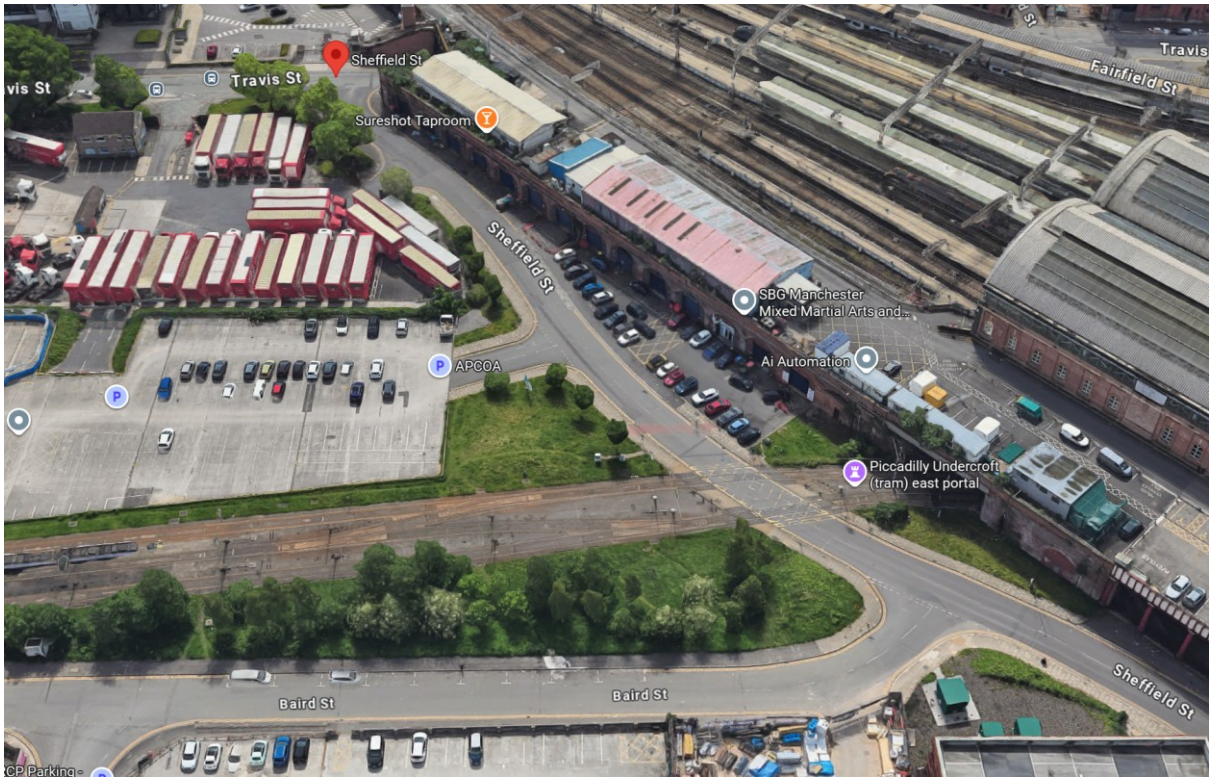


Figure 7: Aerial view of the site and surroundings from the north.



Figure 8: Aerial view of the site and surroundings from the West.

PLANNING HISTORY

There is no planning history related directly to Arch 7 according to the Council's public access system. However, there are entries relating to other arches on Sheffield Street and it is considered that these are of relevance in relation to the proposed use of this arch.

136093/FO/2023 – Arch 13 - Change of Use of Existing Railway Arch from Storage Use (B8) to Production of Pizza Dough, Pizza Manufacture and Pizzeria, and Delivery of Pizza (Use Class E). – Approved 19/02/2025.

134078/FO/2022 – Arch 4 - Creation of a drinking establishment (Sui Generis) – Approved 15/09/2022.

112283/FO/2016 – Arch 4 - Change of use from Use Class B1 to Use Class D2 (Assembly and Leisure) to allow use of premises for live escape gaming rooms – Approved 03/10/2016.

095150/FU/2010/C2 – Arch 12 - Change of use from Class B1 (Business) / B8 Storage or Distribution to Gym (Class D2). – Approved 15/02/2011.

026578 – Arches 1 – 13 - Refurbishment of railway arches – Approved 13/05/1986.

PLANNING POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations indicate otherwise. The National Planning Policy Framework (NPPF) supports this legislative position, and its contents are a material consideration in determining the application.

National Planning Policy

The proposal is not considered to be contrary to the objectives of either national or local planning policy and in the following section we will set out the rationale for this reaching this view.

In the first instance it is necessary to consider the national planning policy context which is the National Planning Policy Framework (NPPF) December 2024.

2. Achieving sustainable development

Paragraph 7 of the NPPF states that "The purpose of the planning system is to contribute to the achievement of sustainable development, including the commercial development and supporting infrastructure." It further states that "the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

The National Planning Policy Framework in **Paragraph 8** highlights that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways namely economic, social and environmental.

Paragraph 9 reinforces the point that planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. This is particularly relevant in relation to this proposal.

Paragraph 11 makes it clear that a presumption in favour of sustainable development is at the heart of national planning policy and where a proposal accords with planning policy then it should be permitted without delay.

4. Decision-making

Further attention is drawn to **Paragraph 39** of the NPPF which encourages local planning authorities to approach decision-taking in a positive way by looking for solutions rather than problems. Decision-takers at every level should seek to approve applications by using the full range of planning tools available to them and working proactively with applicants.

Paragraph 48 is clear that '*Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.'*

The NPPF, identifies local circumstances as a relevant factor to consider when making decisions. **Paragraph 55** states that planning conditions should not be used to restrict national permitted development rights unless there is clear justification to do so. **Paragraph 56** states Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable using conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. **Paragraph 57** further states that 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.

6. Building a strong, competitive economy

Paragraph 85 emphasises the importance of the planning system creating the right conditions for businesses to invest, expand and adapt. It places significant weight on the need to support economic growth and productivity.

Paragraph 86 highlights the need for planning policies to be flexible enough to accommodate needs not anticipated and allow new flexible working practices and spaces to enable a rapid response to meet demand.

Paragraph 87 highlights the need to recognise specific locational requirements of different sectors and the fact that clustering can be beneficial.

7. Ensuring the vitality of town centres

Paragraph 90 further states '*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.*' They should be allowed to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses whilst reflecting their distinctive character.

Paragraph 91 advocates a town centre first approach to leisure uses, then edge of centre locations and only if suitable sites are not available should out of centre sites be considered.

9. Promoting sustainable transport

Paragraph 110 "The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes."

The site is situated adjacent to the Metrolink and within 2 minutes' walk of Piccadilly Mainline Railway station as well as numerous bus services it is therefore extremely well connected and situated in a highly sustainable location.

Paragraph 116 states that planning permission should only be "refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network."

There is existing on-site parking which it is considered is sufficient to meet anticipated demand given the existing commercial use could generate considerably more trips than the proposed use.

11. Making effective use of land

Paragraph 124 highlights that planning policies and decisions should support development that makes efficient use of land in meeting the need for different uses. It further encourages the reuse of previously developed or 'brownfield' land."

Paragraph 125 states that substantial weight should be given in decision making to the value of using suitable brownfield land within settlements. It further states "proposals for which should be approved unless substantial harm would be caused." It goes onto 'promote and support the development of under-utilised buildings' such as the subject property.

Paragraph 128 highlights the need for Local Planning Authority's to adopt a positive approach to applications for alternative uses.

12. Achieving Well Designed Places

Paragraph 131 states '*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.'*

15. Conserving and enhancing the natural environment

Paragraph 201 is clear that the focus of planning decisions should be on the acceptability in land use terms of a development, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively.

Overall, the NPPF confirms that the primary objective of development management is to foster the delivery of sustainable development, not to hinder or prevent it. Local Authorities should approach development management decisions positively - looking for solutions rather than problems so that applications can be approved wherever it is practical to do so. Securing the optimum viable use of the property and achieving public benefits as key material considerations for application proposals.

Local Planning Policy

The Development Plan for Manchester consists of the Places for Everyone plan produced by the GMCA and adopted on 21st March 2024. The Places for Everyone Plan is a joint development plan document for nine Greater Manchester districts - Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. It forms part of the statutory development plan for each of the nine districts.

The Manchester Core Strategy was adopted on the 11th July 2012 and is the key document in the development plan for the city. It has subsequently been updated following the adoption of the Places for Everyone joint development plan.

In addition to the Core Strategy there remain some extant Unitary Development Policies (UDP) which still form part of the development plan along with the GM Joint Waste DPD and GM Joint Minerals DPD.

Places for Everyone

Objective 3 – Playing our part in ensuring a thriving and productive economy in all parts of Manchester

We will:

- Ensure there is adequate development land to meet our employment needs;
- Prioritise the use of brownfield land;
- Ensure there is a diverse range of employment sites and premises

Objective 5 – Reduce Inequalities and Improve Prosperity

We will:

- Ensure people in all of our neighbourhoods have access to skills training and employment opportunities;
- Prioritise development in well-connected locations;
- Deliver an inclusive and accessible transport network;
- Strengthen the competitiveness of north Greater Manchester;
- Reduce the number of our wards in the 10% most deprived nationally.

Policy JP-S1: Sustainable Development
Policy JP-J1: Supporting Long-Term Economic Growth
Policy JP-J2: Employment Sites and Premises
Policy JP-P1 Sustainable Places
Policy JP-C8: Transport Requirements of New Development

Policy JP-S1: Sustainable Development

Authorities should make as much use as possible of suitable previously developed (brownfield) land and vacant buildings to meet development needs.

PfE's employment focussed chapter entitled 'Places for Jobs' comprises four employment focussed policies (policies JP-J1 – J4). It is further set out in policy JP-J2 that: "A strong portfolio of prime investment opportunities for new floorspace will be brought forward in the key growth locations identified in JP-Strat1 to JP-Strat12 and in complementary locations, with many being particularly suitable for key economic sectors and specialisms".

Employment related policies in PfE do not change or contain any additional requirements that the applicant would need to adhere to for the current planning application.

Policy JP-J1: Supporting Long-Term Economic Growth A thriving, inclusive and productive economy will be sought with an emphasis on maintaining a high level of economic diversity and supporting local job growth opportunities.

Policy JP-J2: Employment Sites and Premises A diverse range of employment sites and accessible premises, both new and second-hand, will be made available across the Plan area in terms of location, scale, type and cost. This will offer opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand, and large-scale inward investment, which will help to tackle inequalities.

Core Strategy

Policy SP 1 Spatial Principles

Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

a. Makes a positive contribution to neighbourhoods of choice including the creation of well-designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;

b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;

c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EC 1 Employment and Economic Growth in Manchester

Development proposals should have regard to:

Climate change resilience demonstrating how CO2 emissions will be minimised with an aim of zero carbon emissions, through energy efficiency, renewable energy and contributing to low and zero carbon decentralised energy infrastructure;

Ensuring design makes the best possible use of a building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses, considers the needs of users/employees of a site/building for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design;

Policy EC 2 Existing Employment Space

The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;
- The existing use is unsuitable for employment having had regard to the Manchester Salford - Trafford SFRA; or

- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

Policy CC 1 Primary Economic Development Focus: City Centre and Fringe

Within the City Centre and the fringe, a variety of high-quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high-density buildings and commercially led mixed use schemes.

- Developments which lead to the more intensive use of employment land (in terms of floorspace provided) will be supported.

Policy CC4 Visitors - Tourism, Culture and Leisure

The City Centre will be the focus for culture and leisure in the City Region.

Development in the City Centre which improves facilities for visitors, including Manchester residents, will be promoted.

Policy CC7 Mixed Use Development

Active ground floor uses will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.

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, where its cumulative impact is not detrimental to the character or vitality of the area, it does not impact residential amenities unacceptably, balances the needs of the day time and evening economy in the city centre.

Policy T1 Sustainable Transport

Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport,

cycling and walking and prepare for carbon free modes of transport. The policy states that the Council will support proposals that, amongst other things.

Policy EN 1 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 having 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.

1. City Centre Character Area: The City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. Relative to the amount of development there is limited open space and this includes a range of civic and less formal green spaces and waterways. Outside the core and associated with the Inner Relief Route there are less active and less densely developed areas with significant elements of cleared land. The City Centre is the focus of the City's transport routes.

- Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.
- While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level.
- Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.

Policy EN 3 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.

Policy EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development

All development must follow the principle of the Energy Hierarchy, being designed:

- to reduce the need for energy through design features that provide passive heating, natural lighting and cooling
- to reduce the need for energy through energy efficient features such as improved insulation and glazing
- to meet residual energy requirements through the use of low or zero carbon energy generating technologies

Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.

Policy EN 8 Adaptation to Climate Change

All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change.

Policy EN19 Waste

Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how the sustainable waste management needs of the end user will be met.

Policy DM 1 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:

- 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. .
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance Adopted April 2007

Unitary Development Plan

Policy DC10

In determining planning applications for developments involving the sale of food or drink for consumption on the premises the Council will have regard to:
a. the general location of the proposed development, including any reference to the area in other policies in the Plan;

b. the effect on the amenity of neighbouring residents;

c. the availability of safe and convenient arrangements for car parking and servicing;

d. ease of access for all, including disabled people; and

e. the storage and collection of refuse and litter.

Policy DC26

Seeks to reduce the impact of noise generating development. The Council will consider the effect of new development proposals and the implications of new development being exposed to existing noise sources. Developments likely to result in unacceptably high noise levels will not be permitted.

ASSESSMENT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Local Planning Authority to make its determination in accordance with the Development Plan unless material planning considerations indicate otherwise. The National Planning Policy Framework (NPPF) supports this legislative position, and its contents are a material consideration in determining the application.

Given the nature of the proposed use, the main material planning matters that would need consideration are the principle of development, layout of the property impact on residential amenity, impact on highway safety and parking, waste management and sustainability.

The Principle

The principle of the use of the of an Arch as a bar in this locality is already established through the existing planning permission granted for Arch 4 under 134078/FO/2022 in 2022. The key issue for consideration therefore is whether or not the proposal to use of the premises will be detrimental to the amenities of the area due to its cumulative impact and whether this would constitute a point that it is so harmful as to be unacceptable.

The use of the premises as a craft ale bar (drinking establishment) is now classified as a sui generis use. The applicant is seeking to operate their business from the premises without any complaints being received to the best of our knowledge. Clearly, the nature of the use would require a relaxation of the current hours condition to allow it to continue to function and meet the expectations of customers. It is considered that the proposed opening hours are consistent and in line with other licensed premises in this part of the city centre.

The nature of the target clientele that the use will be aimed at tends to be more mature and given the size of the premises it is unable to cater for large groups of revellers, therefore it is not considered that the use would give rise to any additional impacts on amenities over and above those which already exist in this city centre location.

Amenity

The premises are situated in a railway arch on the edge of the city centre, which already hosts a thriving nighttime economy. The proposed opening hours are set out below, however, in reality the opening hours are likely to be significantly less than the requested hours. The reason for requesting these hours is to provide the applicant with a degree of flexibility particularly in relation to special events.

09.00 – 00.00 Monday to Saturday and 10.00 – 00.00 on Sundays.

The premises do not have a jukebox or play amplified music and there is no intention for this to happen in the future, so the applicant would be prepared to accept a condition restricting this if it was deemed necessary however it is important to remember paragraph 56 of the NPPF makes clear that conditions should be kept to a minimum and only imposed where necessary.

There is nothing to suggest that the proposed use is likely to result in detriment to the amenities of nearby neighbours and noise generated by customers using the premises can be control by a variety of measures such as ensuring doors remain closed when in use.

Controlling noise from patrons leaving the premises late in the evening is more difficult, however given that there is already a similar use in the Arch 4, it is not considered that the use will have a discernibly greater impact on the current situation where the use seems to operate without any complaints. There is already late-night noise in existence from patrons leaving the establishment at Arch 4, so this would not be a new phenomenon in the district centre. It also needs to be remembered that people who choose to live in a district centre location will not expect the same tranquillity that someone who resides in the countryside will. Therefore, those choosing to live in such an environment are often making a lifestyle choice with the inherent positives and negatives such a location brings with it.

In addition, the close proximity of Piccadilly Rail Station and the Metrolink Tramline are likely to result in more significant noise and disturbance over a prolonged period each day than a few late-night revellers leaving the premises.

No cooking takes place on the premises so there are no potential issues in the form of odour to contend with.

The cumulative impact of the development given its small-scale nature is unlikely to adversely affect the amenities of the area given the scale of the operation.

Heritage

The site is located within the Victorian Arches which carry the mainline railway into Piccadilly station. The subject property is included on the Council's local list, but this contains no further details in relation to its importance.

The site forms part of a stretch of arches dating back to the nineteenth century which are characterised by red engineering brick walls, Given that no physical alterations to the building are proposed it is considered that that the proposals will result in any harm to the character of this undesignated heritage asset and the impact of the development is therefore considered to be neutral.

Car Parking

The premises are located on the edge of Manchester City centre adjacent to Piccadilly Rail Station and the Metrolink. The opening hours of the business mean that parking charges are in force in the centre and as such there is an ample parking available. The nature of the business means that patrons generally use alternative means of transport as opposed to private cars when visiting the premises. It is therefore not considered that the proposals will have any discernible impact on parking provision in the locality.

Sustainability

The site is situated in a highly accessible and sustainable location, being within walking distance of the city centre and the Piccadilly railway station. The Metrolink Tram stop at Piccadilly is next door to the site and connects it to the Metrolink tram network. In addition, there are numerous bus services which pass nearby the site. It is therefore considered that most customers will arrive by sustainable modes of transport with very few choosing to drive to the site.

Accessibility

The site has level access from the street and is based on a single level footprint only, therefore there are no accessibility issues for either wheelchair users or those with a visual impairment. A fully accessible toilet will also be provided for customers and staff.

Ecology and Biodiversity

The application is for a change of use only and does not involve any physical development which would impact existing habitat; therefore, the proposals are not subject to mandatory BNG uplift.

The Ecologist has confirmed that there is minimal prospect of the site housing protect species such as bats and as such does not consider a bat survey is required in this instance.

Waste Management

A dedicated refuse store will be located internally at the rear of the archway. It will house both recycling and waste bins which will be emptied on a weekly basis as part of a commercial contract with Violia. The refuse bins will be housed in this area and will not be visible to the public except when they are moved to the front of the premises on collection day. Once the bins have been emptied, they will be immediately return to the bin store by staff.

Servicing

Servicing of the site will be via the front of the arch where there is an existing parking and servicing area in front of the premises. Deliveries are expected to take place outside of peak hours and as such it is not considered these will impact businesses occupying adjacent arches or the free flow of traffic in the locality.

Employment

It is anticipated that the venture will create 5 full time jobs which will be recruited for locally.

CONCLUSIONS

The use of Arch 4 as a bar has been ongoing for three years without any complaints that the applicant is aware of. The site is located on the edge of the city centre which has a variety of late-night uses. Therefore, ambient noise levels in the locality tend to be higher than might be found in a residential area.

In addition, the proximity of the Piccadilly Railway Station and Metrolink mean that noise and disturbance are part and parcel of the character of the area. On top of this there is also the HGV parking area opposite the site in between it and the nearest residential properties which are located approximately 140 metres away. Therefore, it is not considered that this use will impact the current noise levels to a point where it has a noticeable impact on the amenities of the area.

The proposals are considered to be compliant with development plan policies and will not result in any significant adverse impacts that cannot be mitigated against in terms of material planning considerations. Having regard to the above it is respectfully requested that the local planning authority grant planning permission for this new business venture without unnecessary delay.