MANCHESTER CITY COUNCIL

Planning

Delegated Officer Report

Summary of application details

Application reference:	PLA-2026-000046
Application type:	Full planning permission
Proposal:	Change of use to create Use Class E together with external alterations including installation of louvre.
Site address:	Arch 122 Woollam Place Manchester M3 4JJ
Ward(s):	Deansgate
Date application valid:	29 May 2026
Applicant name:	Mr Daniel Foggo
Agent (if any):	
Case officer:	Michael Pearson
Recommendation:	Approve
Date of recommendation:	06/08/2026

Description of site, building and/or area

The application relates to an industrial arch infill unit present at Arch 122 Woollam Place that forms part of the Grade II listed Manchester South Junction and Altrincham Railway Viaduct. The unit features a modern brick and ribbed cladded front elevation with vehicle and pedestrian access. To the rear of the site an access door features on an elevation completed in modern navy/black engineering brick. The arch infill dates from 2017-2019 and formed part of the wider works to create the Ordsall Chord rail line. Internally, the arch is lined with white cladding. The arch has remained unoccupied since being completed between 2017-2019. The arch is accessed off of a gated vehicle access at the end of Woollam Place. Access to the rear is block by palisade fencing.

The neighbouring area forms that of the neighbourhood of Castlefield, a lower density mostly residential area located within the south-western corner of the Manchester City Centre boundary. The neighbouring area also lies within the Castlefield Conservation Area which still features many Victorian buildings that date back to Manchester's industrial expansion. The locality is visually dominated by the Ordsall Chord which cuts through the local street pattern, with the site being visually overshadowed by the residential towers present at Trinity Island to the west. The row of arches that the site forms part of are largely unoccupied, though to the north of the site there are live planning permissions for a gym use at Arch 124 and a café/restaurant use at Arch 121, approved under permission 143601/FO/2025 and 145227/FO/2026 respectively. Residential development is present along Woollam Place and consists of residential apartments in three storey buildings.

Description of development

The application seeks planning permission for the creation of a Class E bakery use, and the installation of a louvre.

The proposed café's hours of opening would be as follows:

- Tuesday – Saturday: 08:00 – 15:30

Notwithstanding the above, a member of staff would be on site baking from 03:00 to 09:00 Tuesday to Saturday.

Access to the site is achieved through the property's front entrance off of Woollam Place. Waste and recycling would be stored internally and then be presented for collection on Woollam Place twice weekly.

The proposed decorative louvre would be located on the property's rear elevation, being located 3850mm off the ground and having a height and width of 600mm.

Relevant planning history

PLA-2026-000405 - Listed Building Consent for installation of louvre to rear elevation – Application under consideration.

Relevant neighbouring applications
145412/LO/2026 - Listed Building Consent for installation of 2no. louvres to rear and internal alterations to facilitate cafe use – Approved June 2026.

145227/FO/2026 - Creation of café (Use Class E) with external alterations including creation of extract to the rear – Approved June 2026.

143601/FO/2025 - Change of Use from Class B Industrial to Class E - E(d) Indoor sport, recreation or fitness – Approved November 2025.

Consultation, notification and publicity responses

Publicity – A site notice and press notice were published. Neighbouring properties were notified of the proposals by letter. No representations were received.

Environmental Health – No objection subject to conditions relating to plant noise, fume extraction, hours of opening, deliveries and waste management.

Flood Risk Management – No objection subject to informatives relating to drainage and a culvert.

Greater Manchester Police – No objection, it is recommended that the site access gate be secured when the premises is closed.

Greater Manchester Ecology Unit – No objection received.

Highway Services – No objection subject to conditions relating to a construction management plan and cycle storage facilities, and informatives relating to highway hoarding.

Network Rail – The applicant should liaise with Network Rail's Interface Team to discuss the proposals.

Relevant policies

The Places for Everyone Plan - Joint Development Plan Document, for nine of the 10 boroughs which make up Greater Manchester adopted on 21st of March 2024:
- Policy JP-Strat1 – Core Growth Area
- Policy JP-Strat2 – City Centre
- Policy JP-S4 – Flood Risk and the Water Environment
- Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity
- Policy JP-P2 – Heritage

The Manchester Core Strategy – Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on the 11th of July 2012:
- Policy SP1 – Spatial Principles
- Policy EC1 – Employment and Economic Growth in Manchester
- Policy EC2 – Existing Employment Space
- Policy EC3 – The Regional Centre
- Policy CC1 – Primary Economic Development Focus (City Centre and fringe)
- Policy CC2 – Retail
- Policy CC4 – Visitors – Tourism, Culture and Leisure
- Policy CC9 – Design and Heritage
- Policy C10 – Leisure and the Evening Economy
- Policy EN1 – Design Principle and Strategic Characters Areas
- Policy EN3 – Heritage
- Policy EN8 – Adaptation to Climate Change
- Policy EN14 – Flood Risk
- Policy EN15 – Biodiversity and Geological Conservation
- Policy EN19 – Waste
- Policy DM1 – Development Management

The Unitary Development Plan for Manchester – For the reasons outlined below the following saved UDP Policies are of relevance to this application:
- Policy DC10 – Food and Drink Uses
- Policy DC18 – Conservation Areas
- Policy DC19 – Listed Buildings
- Policy DC26 – Noise and Development

National Planning Policy Framework (NPPF)
- Chapter 6 – Building a strong, competitive economy
- Chapter 9 – Promoting Sustainable Transport
- Chapter 12 – Achieving Well-Designed Places
- Chapter 15 – Conserving and Enhancing the Natural Environment
- Chapter 16 – Conserving and Enhancing the Historic Environment

Draft National Planning Policy Framework (2025)
The government has published a consultation National Planning Policy Framework which is intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making. Whilst this is a draft NPPF for consultation it is considered that the development proposals are in accordance with the general thrust of policy contained within it.

Other Legislative Requirements
Planning (Listed Buildings and Conservation Areas) Act 1990
National Planning Policy for Waste

Assessment

Principle of the Development

The development would see the creation of a commercial bakery use (Class E) within a vacant railway arch. The railway arch since its renovation between 2017-2019 has been vacant and does not currently contribute to the locality. It is considered the proposed use would assist in the ongoing regeneration of Manchester City Centre and contribute to the areas vitality and virality. In line with this, and subject to a condition that would see the use of the unit restricted to Class E a or b, the development is considered accords in principle with Places for Everyone Plan Policies JP-Strat1, JP-Strat2, JP-S4, JP-G8 and JP-P2, Core Strategy Policies SP1, EC1, EC2, EC3, CC1, CC2, CC4, C10 and DM1 subject to the matters discussed below.

Residential Amenity

The application site neighbours residential dwellings to the north and east along Woollam Place and Liverpool Road, with commercial units present to the north, west and south of the application site. The submission has been accompanied by a noise impact assessment and odour assessment. Environmental Health do not object to the development but note that revised assessments must be submitted that will detail the equipment once selected, as well as contain information on commercial receptor points. Additional requested conditions would also require the development to open and close in line with the proposed hours, and control servicing arrangements. Subject to such conditions, the development is acceptable in this regard and therefore accords with Core Strategy Policy SP1 and DM1, Saved Unitary Development Plan Policies DC10 and DC26, and the National Planning Policy Framework.

Visual Amenity and Heritage

As stated previously within this report, the application is a Grade II listed structure and lies within the Castlefield Conservation Area. The railway viaduct for the Manchester South Junction & Altrincham Railway Company, constructed between 1846-49, derives its significance from its ornate design, how it functions as an early example of rail expansion, group value and general historic interest. Notwithstanding this however, the railway arch the proposal concerns forms part of a group of heavily modified railway arches that were altered as part of the delivery of the Ordsall Chord, the rail link between Manchester Victoria and Manchester Piccadilly. The Ordsall Chord now visually dominates the street scene to the west of the site, with its façade of corten, concrete and dark grey engineering brick infills. Due to these alterations, it is considered the setting of the western side of the railway viaduct has been heavily compromised.



Application site as seen from Woollam Place in 2015 (Left) and in 2025 (Right)



Rear of application site as seen from Water Street in 2011 (Left) and in 2025 (Right)

Externally, the proposal would only see the alteration of the property to the rear of the site, with this area being heavily obscured from views along Water Street. The proposed louvres to be installed would be screened from view by decorative screens colour matched to the arch's brick façade. As this area is heavily obscured from view, and how in the event of an approval planning condition would require the submission of material samples in order to guarantee suitability, it is considered the proposals would have a negligible impact on the local street scene, setting of the Grade II listed railway viaduct and Castlefield Conservation Area. In light of this, the development is acceptable in this regard and therefore accords with Places for Everyone Plan Policy JP-P2, Core Strategy Policies SP1, CC9, EN1, EN3 and DM1, Save Unitary Development Plan Policies DC18 and DC19, the National Planning Policy Framework and the Planning (Listed Building and Conservation Areas) Act 1990.

Flood Risk

The application site lies within Flood Zone 2, where the risk of flooding is high, and an area susceptible to surface water flooding. The submission has been accompanied by a Flood Risk Assessment that details that all critical plant and extraction equipment will be situated 2.1m off the ground so as not be situated above the flood level. Flood Risk do not object to this arrangement. Subject to a condition that would require the proposed measures to be implemented as part of the development, as well as informatives relating to drainage and flooding, the proposal is acceptable in this regard and accords with Places for Everyone Plan Policy JP-S4 and Core Strategy Policies SP1, EN8, EN14 and DM1, and the National Planning Policy Framework.

Ecology

The application site is a vacant railway arch that was completed between 2017-2019. The arch is lined by new white cladding and due to its recent completion is in very good condition (See photograph below).



Internal photograph of application site

Notwithstanding the above, it is appreciated that railway arches and disused commercial units within them can provide potential habitat for nesting birds and bats. No objection has been received from the Greater Manchester Ecology Unit. In light of this and subject to an informative notifying the applicant of the legislation in place relating to nesting bird and protected bat species, the development is acceptable in this regard and accords with Places for Everyone Plan Policy JP-G8 and Core Strategy Policies SP1, EN15 and DM1, and the National Planning Policy Framework.

Highway Safety

Pedestrian and vehicle access to the application site is made via a gated private road located at the southern end of Woollam Place. No car parking spaces are proposed as part of the development and no on or off-street car parking spaces would be lost as a result of the implementation of the development. Highway Services have assessed the development and do not object to the development subject to conditions that would require the provision of a construction management plan and cycle storage facilities for members of staff of the proposed business. It is considered that as the development would only see the installation of 2no louvres and a change of use, that a condition requiring the submission of a construction management plan would be disproportionate and unreasonable, and consequently will not be attached in the event of an approval. In regard to the provision of cycle storage facilities for members of staff, it is considered that there is ample room on site for the provision of cycle storage facilities internally, though the provision of formal storage facilities may impact upon the viability of the commercial space within the unit. Furthermore, the application site lies within in a highly sustainable location being located within walking distance of tram, bus and rail transport links. Further to this, it is therefore considered unnecessary to require the provision of formal staff cycle parking facilities, and consequently no such condition will be attached in the event of approval. In light of the above, the development is considered acceptable in this regard and therefore accords with Core Strategy Policy DM1 and the National Planning Policy Framework.

Waste Management

The submission has been accompanied by a waste management strategy that details waste and recycling bins will be housed within the commercial unit, and then be presented for collection at the end of the private road/at the southern end of Woollam Place for collection twice weekly. Subject to a condition that would require the unit to operate in accordance with this strategy, the development is acceptable in this regard and therefore accords with Core Strategy Policies EN19 and DM1, and the National Planning Policy for Waste.

Other Matters

Network Rail within their consultation response advise the applicant to liaise with their Network Rail's Interface Team to discuss the proposals. As the nature of these comments pertain to agreements between the freeholder and leaseholder, and not to the operational safety of the rail network, and is thus a private matter and not a planning matter. This will be conveyed through planning informative.

Greater Manchester Police also advise that the site access gate off of Woollam Place be closed outside of the proposed hours of opening. As the site access gate gives access to multiple units and lies within shared ownership, it is considered that this matter be delegated to an informative.

Conclusion

In light of the above, subject to appropriate planning condition, the development would secure the occupation of a commercial unit thereby assisting neighbouring regeneration efforts. Therefore, the development is in accordance with Places for Everyone Plan Policies JP-Strat1, JP-Strat2, JP-S4, JP-G8 and JP-P2, Core Strategy Plan Policies SP1, EC1, EC2, EC3, CC1, CC2, CC4, CC9, C10, EN1, EN3, EN8, EN14, EN15, EN19 and DM1, Saved Unitary Development Plan Policies DC10, DC18, DC19 and DC26, the National Planning Policy for Waste, the National Planning Policy Framework, and the Planning (Listed Buildings and Conservation Areas) Act 1990. On this basis the application is recommended for approval.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Article 35 Declaration

Officers have worked with the applicant/agent in a positive and proactive manner in determining this application by assessing the proposal against relevant planning policies and all material considerations, identifying matters of concern with the proposal and discussing those with the applicant/agent. In this instance negotiation has been able to successfully resolve the identified concerns and issues.

Recommendation: Approve

Conditions attached to this decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

- Location Plan (Planning Portal Reference PP-14827662v3)
- A1.01: Floor Plans
- B0117 21: Proposed Rear External Elevation (Received 08/06/2026)
- C914/1 Rev B: Bread Oven Extract Ventilation System (Received 08/06/2026)
- Cross Section (Received 08/06/2026)
- Design and Access Statement (Dated 17/04/2026)
- Noise Impact Assessment (Prepared by NoiseAir; Report Reference P9215-NA1-V2; Dated 15/07/2026; Received 16/07/2026)
- Flood Risk Assessment (Dated April 2026)
- Heritage Statement (Dated April 2026)
- Kitchen Odour Assessment (Prepared by Noise Air; Report Reference P9215-R1-V1; Dated 19/11/2025)
- Management Statement
- Design Brief for Bakery Ventilation Systems
- Waste Management Strategy
- Waste Storage, Ventilation, and Hygiene Plan
- Waste Collection Route Plan

Received by the City Council as Local Planning Authority on 27/04/2026, unless specified otherwise.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) a) Notwithstanding the approved plans listed within condition two of this decision notice, prior to the installation of any air intake or extract louvre, a scheme for the external decorative louvre/screen hereby approved, that shall confirm its final layout within the opening it is to be situated in, the setback distance of the air intake and extract equipment situated behind it, as well as a material sample of the decorative panel, with accurate final coloured finish, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then proceed in accordance with the approved details.

b) The decorative louvre/screen shall be installed prior to the first use of the air intake and extraction system and shall be retained and maintained for the lifetime of the development thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the

area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4) a) Notwithstanding the documents specified within condition two of this permission, prior to the installation of any plant hereby approved, either a scheme that demonstrates that any plant equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, or a scheme showing a method to acoustically treat/insulate any plant equipment so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

b) Prior to the first use of the plant hereby approved, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant equipment achieves a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the use can commence.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

5) a) Notwithstanding the documents specified within condition two of this permission, fumes, vapours and odours shall be extracted and discharged from the ground floor commercial unit hereby approved in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the first use of the ground floor commercial unit. Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Prior to use of the extraction system hereby approved, confirmation shall be submitted for the approval of the local planning authority that the approved scheme has been implemented.

c) In the event of non-conformity with the approved scheme, any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the use can commence.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

6) The Class E use hereby approved shall only be open to customers inside of the following hours:

08:00 – 17:00 Monday to Sunday (Including Bank Holidays)

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

7) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours for the lifetime of the development:

- Monday to Saturday: 7:30 - 20:00
- No deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

8) The Class E use hereby approved shall store and present its waste and recycling in accordance with the submitted Waste Management Strategy Proforma (Received by the City Council as Local Planning Authority on 27/04/2026) for the lifetime of the development.

Reason – In the interest of securing adequate and safe waste and recycling facilities in accordance with Core Strategy Policy EN19 and DM1, and the National Planning Policy Framework.

9) The Class E use hereby approved shall incorporate the flood resilience measures put forward within the approved Flood Risk Assessment (Dated April 2026; Received by the City Council as Local Planning Authority on 27/04/2026) which shall be completed as part of the development and then be retained and maintained for the lifetime of the development.

Reason – In the interest of providing flood resilient development pursuant to Core Strategy Policies EN8, EN14 and DM1, and the National Planning Policy Framework.

10) The ground floor commercial unit hereby approved shall be used for Class E (a) or (b), excluding convenience retail and gym use, and for no other purpose (including any other purpose within Class E or any other class of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (SI 2020 No.757) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - The use of the premises other than in accordance with the approved use would require further consideration by the Local Planning Authority and may not be appropriate in this locality in accordance with Core Strategy Policies SP1, EC2 and DM1, and the National Planning Policy Framework.

Informatives

1) Manchester City Council (MCC) records highlight that the River Irwell is located within close proximity to the site (approximately 120 m to the north-west of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link: https://manchester.portal.uk.empro.verintcloudservices.com/site/myaccount/request/pr_watercourse_land.

2) It is recommended that all residents/building operators sign up for the Environment Agency Flood Warning service and Met Office severe weather warnings email alert service.

3) If the applicant proposes to utilise the existing surface water drainage system, it is recommended that a full survey of the existing drainage infrastructure is undertaken. Any identified remedial works should be completed, and an ongoing maintenance scheme should be established to ensure that the existing drainage system is fit for purpose for the lifetime of the development.

4) The applicant is advised to incorporate Property Flood Resilience (PFR) measures to a minimum of 150mm above the surface water flood level or a minimum of 600mm above the fluvial flood level.

5) The LLFA advises that it is the applicant's responsibility to ensure that the design, construction, and ongoing maintenance of all proposed drainage infrastructure fully comply with the requirements of the Construction (Design and Management) Regulations 2015 (as amended).

6) It is recommended in the general interest of discouraging anti-social and criminal behaviour that the access gate off of Woollam Place is closed at night in order to prevent access to the private road that serves the application site.

8) The applicant is to submit details to InterfaceManagementTeam@networkrail.co.uk before commencing any works and receive agreement for the works from this team.

9) The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, skips and temporary points of access (Section 50) with MCC's Highways Licensing Team via Email to highwaylicences@manchester.gov.uk

10) The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk.