Application Number	Date of Applns	Committee Date	Ward
114294/VO/2016 114370/LO/2016	24 Oct 2016	12 January 2017	City Centre

Proposal City Council Development of a new flexible arts and events space comprising a range of activities including theatre, music, dance, art, other performance and non-performance related events, exhibitions and conferences (Sui Generis) with ancillary facilities including retail exhibitions and conferences (Sui Generis) with ancillary facilities including retail and bar uses (Use Classes A1 and A3), offices, administrative and back of house functions (Use Class B1), training and educational facilities (Use Class D1), servicing and access arrangements, highways works, creation of new public realm, cycle parking and provision of new plant and associated works. Demolition of the Starlight Theatre, existing workshop and other structures and perimeter wall, removal of four existing trees and alterations to the Grade II listed Colonnaded Railway Viaduct.

Listed Building Consent application for alterations to the Grade II listed Colonnaded Railway Viaduct to accommodate structural elements, an entrance foyer and support facilities required for a new flexible arts space.

Location Starlight Theatre, Water Street, Manchester

Applicant Manchester City Council, C/o Agent

Agent Mr John Cooper, Deloitte LLP, 2 Hardman Street, Manchester, M3 3HF,

Site Context and Description

The application site is located at Water Street in the south west of the city centre. Formerly part of ITV Granada Studios, the 1.8 hectare site includes a Grade II listed viaduct, the Starlight Theatre and some vacant former Granada structures. The site is part of the St. John's Masterplan area, one of the City Council's key regeneration areas.

To the east is the Bonded Warehouse and Grape Street. The Museum of Science and Industry (MSI) complex is south east and includes the 1830 Warehouse (Grade I listed) and Cast Iron Viaduct (Grade II). Hampson Street, Water Street and Liverpool Road are tothe south. West is the River Irwell and the boundary with the City of Salford. To the north is the Manchester and Salford Junction Canal, Marriott Hotel and Water Street. Further north is Quay Street and Spinningfields.

The Site contains one listed building, the Grade II listed Colonnaded Railway Viaduct) and is in the Castlefield Conservation Area. There are several listed buildings nearby. These include buildings associated with the world's first passenger railway line and station including the 1830 Warehouse (Grade I), former Liverpool

Road Station Masters House (Grade I listed), Stephenson's Bridge (Grade I) and 1830 Viaduct (Grade II), as well as the Zig-zag viaduct (Grade II) and cast iron viaduct (Grade II). The Bonded Warehouse is a non-designated heritage asset.

The site was home to ITV's Granada Studios until 2014 when it was acquired by Manchester Quays Limited, a joint venture between Manchester City Council and Allied London. It is part of the St John's Masterplan area where a Strategic Regeneration Framework (SRF) has been approved which seeks to transform the area into a new residential, cultural and creative neighbourhood. An updated SRF is being submitted to the Council Executive on 11 January 2017.

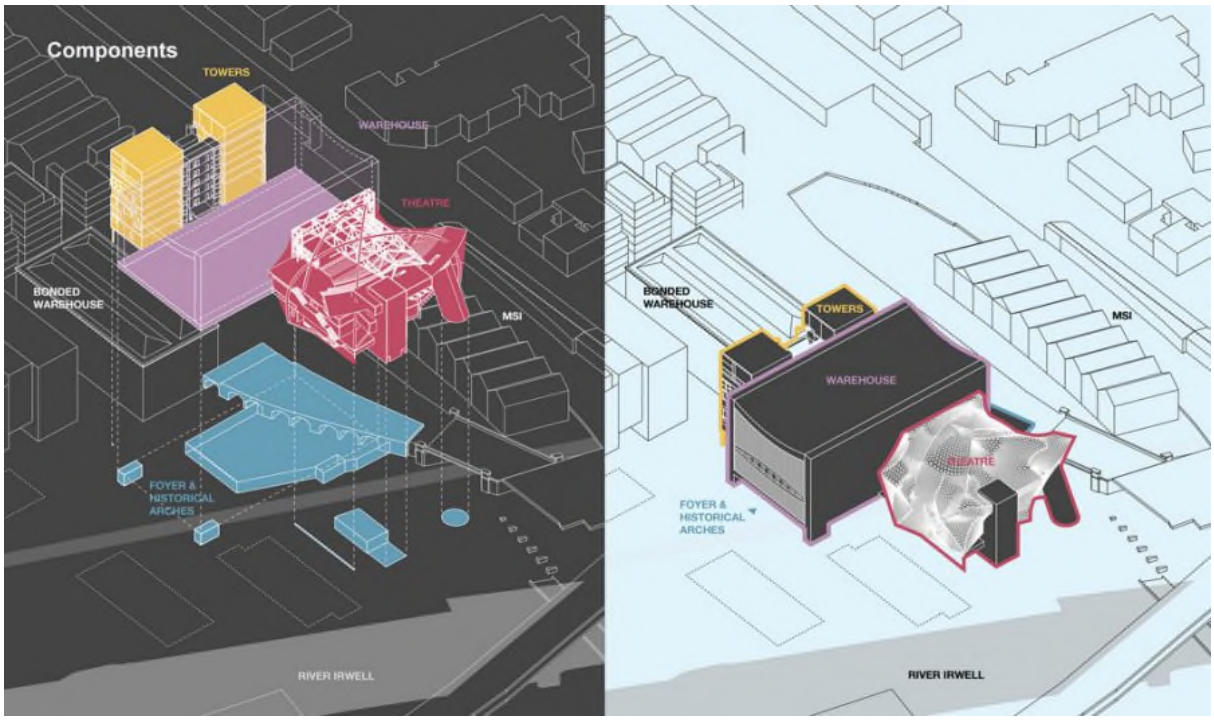
The Site is bordered to the south west by a listed viaduct and bridge, which were formerly a railway. Network Rail requires a five metre clearance zone from the bridge and viaduct for maintenance access. Salford City Council also requires maintenance access for the new River Irwell pedestrian and cycle bridge that replaced Prince's Bridge.

The Proposed Scheme

The planning application is for the demolition of the Starlight theatre and other buildings and structures (formerly part of ITV Granada Studios), the restoration and reuse of the Grade II Listed Colonnaded Railway Viaduct and a new building of approx. 13,500 sq. m. The building would be a flexible performing arts space known as The Factory Manchester and could potentially become the permanent home for the Manchester International Festival.

Factory would have four main parts: the theatre; the warehouse; back of house towers and; the foyer. There would also be associated facilities such as retail, bar and cloakrooms, potential temporary or pop-up food and drink offer and support space, offices and dressing rooms. Two new public spaces called Factory Square and Festival Square would be created around the new building.

The maximum capacity would be approx. 7,300. This is made up of 1,600 (sitting) or 2,300 (standing or sitting) in the theatre and 5,000 (standing) in the warehouse. The building would have the capability to use these elements together or separately. The most unique aspect of Factory is the extent of flexibility that would be provided between the performing and making spaces. This allowing for many different configurations and performance possibilities. There is no other comparable venue in the UK. Such spaces are rare in the world, making Factory a very significant addition to the international cultural landscape.



Components of the Factory

Factory could support a wider variety of arts programming such as:

- **Theatre and dance productions** in both the warehouse and theatre spaces.
- **Live music events and performances** from various genres including jazz, rock and pop, opera, musical theatre, classical, acoustic and amplified ensembles.
- **Pre-recorded music events** such as dance music and DJ events.
- **Smaller theatre events** including spoken word and speeches, theatrical presentations and comedy.
- **Cross-art form productions** based around live performance, video and broadcast media.
- **Immersive theatre** which would likely to take place within the theatre space.
- **Circus-style performances** which could be accommodated in the warehouse.
- **Exhibitions** to take place within both the warehouse space and foyer space and are generally likely to be open to the public.
- **Trade fairs and conferences** which would utilise both the foyer and warehouse space. These would primarily be day-time events.
- Other internal events that are likely to take place include **cinema and film screenings, community events, children and young people events.**
- **Public Realm**: the two new public spaces in Festival Square and Factory Square would generally be open for public use and are designed to accommodate performances and activities.

The foyer space would be a resource for the users of the building, the neighbourhood and visitors between 08:00 and 23:00 (although this could vary if there was an event using the space). It is anticipated that performances and events would take place during the day or in the evening between 19:00 and 23:00. Given the unique and flexible nature of the proposed development, there is scope for occasional performances or events that extend beyond these hours.

Access and Movement

The building would be accessed from Water Street to the north and south. To the east is Grape Street, which would be opened as part of the adjacent development. West of the site is a new pedestrian and cycle bridge across the River Irwell which has been constructed by Network Rail as part of the Ordsall Chord project.

A new vehicular access would be provided along Grape Street through the newly designed Festival Square between Lower Byrom Street one way to Water Street. The proposed access layout and has been assessed to ensure that it is suitable for buses and service vehicles.

No car parking spaces are proposed, however there are 3,300 spaces within 10 minutes' walk and 5,500 spaces in 15 minutes' walk. Five blue badge holder car parking spaces have been identified along the southern side of Water Street, close to the main entrance to the development. The applicant has indicated that as part of the wider St John's Transport Strategy, City Car Club spaces would be provided across the St John's Masterplan area.

Six drop off/pick up coach bays are proposed on Liverpool Road alongside the six currently there. These are outside the red line boundary of the application. National Cycle Route 6 is next to the site providing a link to the strategic cycle network. 40 cycle spaces are proposed for visitors (two areas of 20) with 20 employee cycle spaces. A cycle hub is proposed in later phases of St Johns.

The site is well served by public transport with Salford Central and Deansgate Railway Stations nearby. Deansgate-Castlefield is the closest Metrolink stop approx.. 10/15 mins away and this stop has recently been upgraded to allow for the Second City Crossing. This offers excellent transport for staff and visitors to the site. Once the Second City Crossing completes, the number of trams across the City Centre will increase to 45 trams per hour in all directions.

Taxi ranks are provided adjacent to the main entrance for the development along Water Street.

Built Form

The layout and orientation of the proposal has been informed by the following factors:

- Feedback at Design Workshops and consultations;
- Connections to and integration with the St John's Masterplan (existing and proposed buildings and public spaces);

- Forming positive relationships with the Museum of Science and Industry through new connections and design that complements its historic and listed buildings;

- Sun path and the potential for capturing high levels of daylight in the public spaces.

- The need for the proposed building to span over Water Street no lower than the adjacent railway bridge; and

- Proximity to land owned by Network Rail.

The building footprint has moved seven metres north and two metres west to allow Network Rail and Salford City Council to retain access to land in the vicinity of the Site for maintenance of the Ordsall Chord and the new pedestrian and cycle bridge.

Internal Layout and Use

The 5,000 capacity warehouse is the main space for Factory and it would largely be used for standing events including rock and pop concerts, but could be subdivided to create an acoustically separated area for seated audiences for more intimate performances. Through the use of a double wall of moveable partitions, the warehouse could be subdivided into two separate spaces. The moveable partitions could be placed at the north and south ends of the warehouse to provide both black-out and an additional layer of acoustic protection to the exterior.

The entirety of the ceiling is a technical grid. Lighting, equipment, rigging, and full access for technical crew, for any nature of performance, can be placed at any point over the floor area. The theatre can connect into the warehouse to form an enlarged space for opera, ballet, theatre, music and cross-art form work through removal of acoustic doors or can be acoustically separated, allowing two events to occur simultaneously.

The theatre is a more traditional performance space, with a targeted seating capacity of approximately 1,600 people. However, it could also be configured in multiple ways. The balcony would have fixed seating, with dedicated theatre foyers at the west side of the building. The stalls for the theatre could be removed, used within the warehouse, and the stalls floor left flat for a standing audience to house a capacity of approximately 2,300 people.

The foyer and the spaces immediately outside would provide a public area open to all throughout the day and evening. It would remain open when events are not taking place, incorporating an entrance from Water Street and potentially a future connection direct to the MSI lower level courtyard (subject to agreement with MSI). This would allow for a consistent flow of people through the space from all directions.

The back of house towers are located adjacent to the Bonded Warehouse and contain back of house facilities. This includes changing rooms and shower facilities, office space, meeting rooms, costume rooms, kitchens, green rooms for performers, workshops and storage space.

A key concept of Factory's design is to ensure that the amount of floorspace in each individual element is highly flexible and its use is not intended to be overly-prescriptive. This is largely due to the unique and high quality internal sound-proofing of the venue, with a mobile acoustic wall that could be positioned internally to create a variety of configurations.

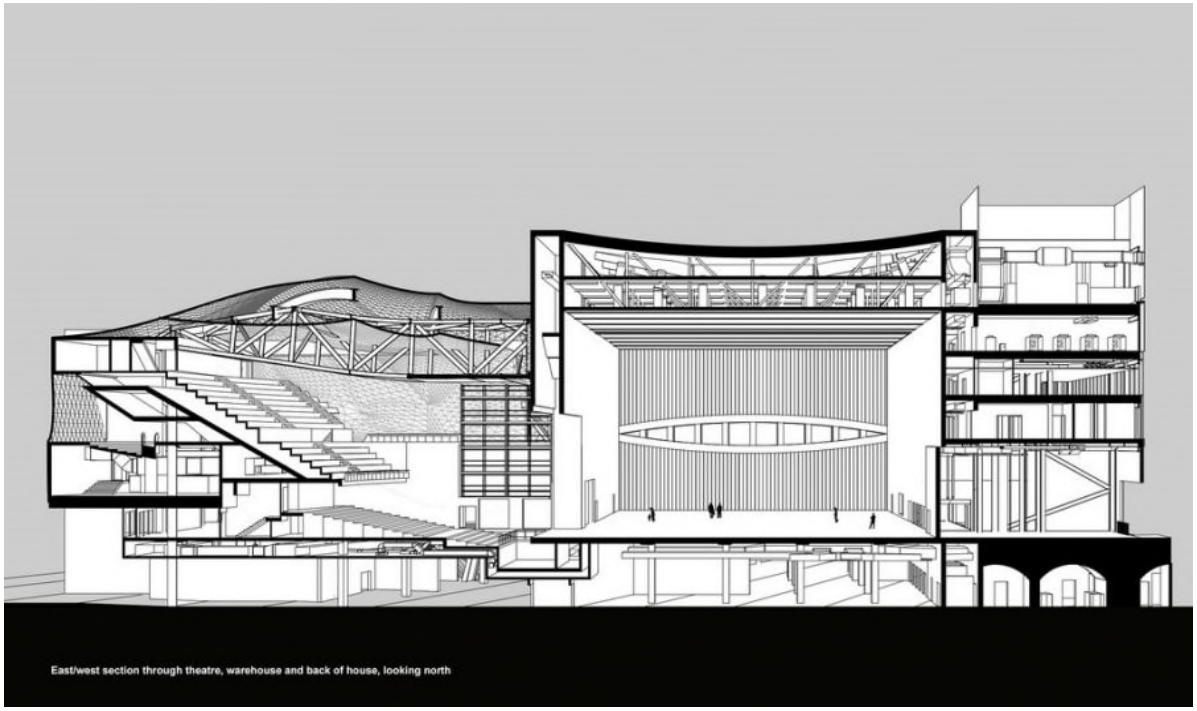
The building height is determined by the brief requirements of the warehouse and its footprint. Due to ground level constraints, the warehouse footprint is placed above the Grade II Listed Colonnaded Railway Viaduct, and would span over Water Street. Factory would (at its largest point) measure 67 metres long, 34 metres wide and 38.6m high (roughly equivalent to a 15 storey residential building).

Warehouse

The north and south façade would be made up of vertical linear bands of glazing and precast concrete to provide the required acoustic mass, while allowing daylight into the depth of the warehouse. The façade would also allow views to MSI and the future buildings proposed within the St John's Masterplan.

The primary structural truss to carry the load of the façade into the east and west walls would be expressed in the elevation as a lens shaped 'oculus' (a round or eye-like window opening) with larger glass openings between the structure.

The east and west walls would be two layers of pre-cast concrete to ensure noise breakout protection from any internal amplified sound. The double wall construction would also support the warehouse roof and technical grid, while housing worker circulation and building services distribution. The precast panels on the outer skin would be mounted on acoustic isolation bearings to prevent noise transfer from the inner skin to the outer skin.



East/West Section looking north

Illustrative Image of East/West Section Looking North

Theatre

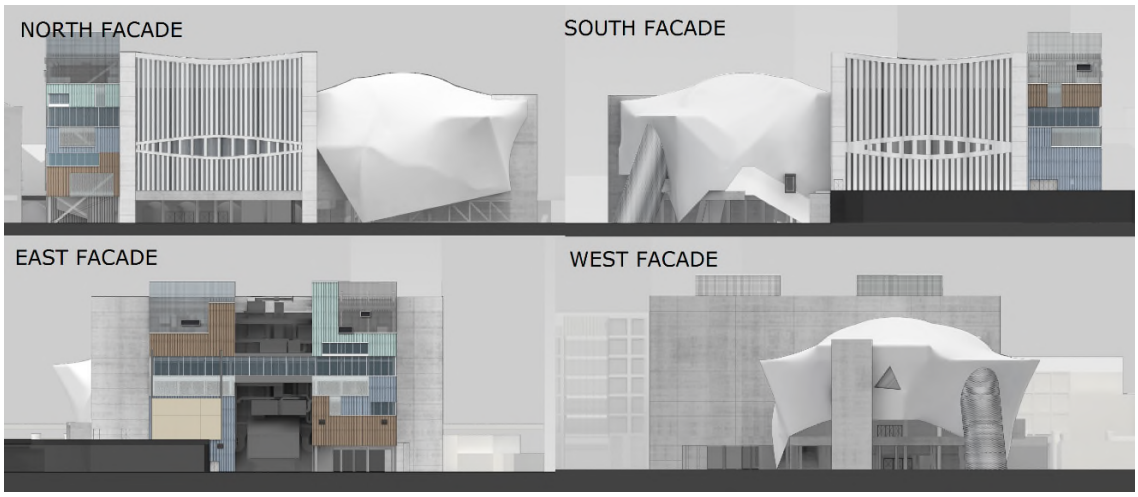
The form of the theatre is organic and is conceptually, a shrink wrapped form that envelopes the internal arrangement of spaces and the primary structure. The theatre geometry requires materials of such a nature that they can easily be constructed to follow the sweeping form of the building.

It would have two skins, separated by an acoustic void of 1.5m. The outer skin would be formed by triangular precast concrete panels that are mounted onto the primary steel structure. Laid over the precast panels would be rigid insulation formed to take the final coating of white reflective material, either fabric typically used in tensile structures or an applied polyester resin monolithic membrane.

Back of House Towers

The design of the tower façades is informed by the historical industrial context of the site and aims to create a “Factory” aesthetic. The elevation design is inspired by the work of Belgian photographic artist Filip Dujardin. The main façade element would be made up of corrugated metal rain-screen panels of varying colours to provide a rich collage of colour and texture.

The office floor that spans between the two towers would have full height clear glazing. Other areas such as the changing rooms would be glazed with textured / etched glass U-Channels to allow natural light into the more private spaces while still affording privacy. The technical rooms at the top of the towers would be clad with galvanized metal grating to enable free air flow to the mechanical units behind, further adding to the industrial aesthetic.



Proposed Facades

Open Space

The extent of permanent public realm to be delivered as part of the application is identified with the remainder of the land within the red line boundary comprising future development plots within St. John's. If Factory is completed prior to these developments coming forward, the land to the north west of the application site would be temporarily landscaped in advance of permanent development.

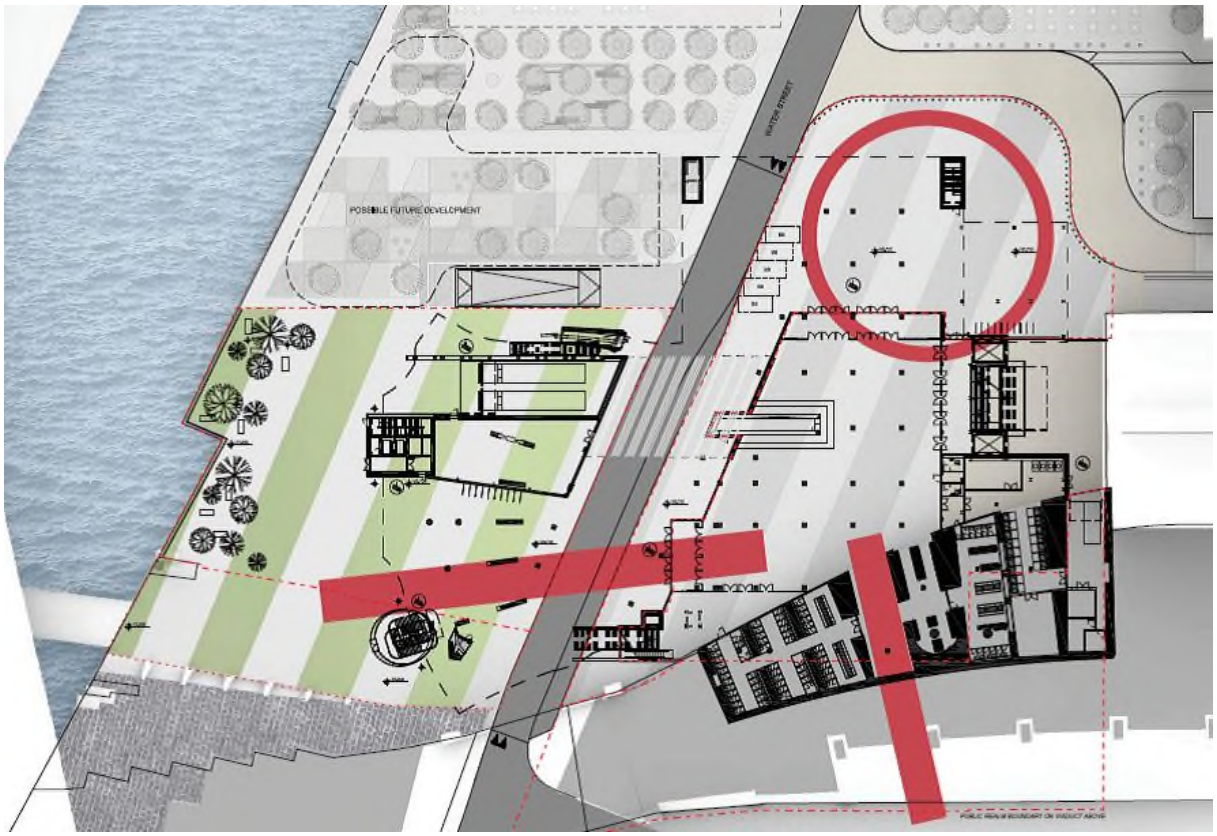
The layout has been designed to ensure that National Cycle Route 6, which passes over the new pedestrian bridge and along Water Street, is not affected. There is a ramp at 1:40 gradient from the new pedestrian bridge to Water Street. Network Rail's scheme (part of the Ordsall Chord) defines the southern edge of the ramp with steps down towards the adjacent Zig Zag Arches. It is proposed to co-ordinate the design of the ramp and Factory Square so pedestrians and cyclists benefit from the broader space that the new public realm will offer.

A small area of the former Hampson Street would need to be stopped up to facilitate an escape stair for Factory. Cyclists and pedestrians would continue to benefit from a footpath width in excess of 5.5m on the ramp; in this location the ramp is almost level with the Water Street footway providing more space.

Factory Square and Festival Square

These two areas would be linked with the foyer into one contiguous area of public realm through the use of a unifying surface of robust and durable materials potentially marked in parallel to the River Irwell and Water Street. Surface materials would be high quality and durable to withstand events and servicing traffic. Moveable street furniture would also be used to delineate vehicular traffic across Festival Square.

Street trees would be introduced to soften the landscaping and create a green connection with adjacent St. John's developments proposed to the north.



Factory Public Realm Key Plan

Although Festival Square and Factory Square are to be distinctive spaces associated with Factory, common elements would be incorporated so that the scheme integrates with the wider St John's Neighbourhood. The final design of these spaces would be developed in conjunction with the City Council and Allied London.

View of Factory and Festival Square looking east from River Irwell

Water Street

The Factory would be built over a section of Water Street. The element landing on west side of the street would be emphasised through lighting and enlivened by the main foyer. The spaces created below along Water Street would be similar to those experienced elsewhere in Castlefield, below viaducts and bridges. From the south, after passing beneath the Water Street Bridge, views would open up dramatically to the River Irwell and the foyer.

Feature art and light installations are proposed to be incorporated within the undercroft to animate the spaces and help connect the public realm. The final design of such treatments would be developed in conjunction with the operator and Manchester City Council.

Narrowing of Water Street is proposed to create a more pedestrian friendly environment and improve connectivity between Festival Square and Factory Square. This will integrate with Network Rail's public realm scheme to the south of the application site.

It is not proposed to provide cycle lanes along Water Street, as the wider area is designed to be cycle friendly. As cyclists travel along Water Street and meet Liverpool Road they will connect into the new cycle route design proposed as part of the Ordsall Chord.

View of North Elevation, looking south down Water Street

Foyer

The foyer space would remain open when events are not taking place, and multiple entrances would allow for people to move through it. There is an opportunity for the foyer to be used by artists in need of a space to create and rehearse.

The continuous public realm across the Factory site on both sides of Water Street, and through the foyer, would be activated by performance and street life, and by food and beverage outlets in adjacent buildings.

Existing Buildings

Colonnaded Railway Viaduct

The Grade II listed viaduct is of significance due to the extent and survival of its structure and its historic interest. It has architectural interest through the group value of the structure in association with the adjacent listed buildings and structures.

The Viaduct was built in two phases and has different structural forms on each side. The part of the Viaduct. The viaduct structure that would be physically impacted by the proposals is a brick arch construction with a series of closed round arches expressed on the north side.

Both sides of the viaduct have different uses. MSI uses the south side while the north side has been until recently used by ITV Granada for filming. These different uses have resulted in a number of alterations to the structure. The south side has been infilled with glazed partitions and the north side has been infilled with numerous penetrations and openings. On top of the viaduct, the track beds have been removed and resurfaced with various materials.

The proposals will result in some physical impacts to the Grade II listed Colonnaded Viaduct, including:

- eight penetrations through the brick arches to allow for the insertion of structural columns, with core diameter of 850mm to 1500mm.
- Foundations for the proposed new structural columns and trench for ductwork.
- Waterproofing of deck level.
- Installation of new infills to façades, toilet facilities and associated M&E.
- Alteration of the existing internal arched openings to allow for increased head height.

Where physical interventions are proposed, these have been developed to be as sensitive and non-intrusive to the listed fabric as possible and all work would be carried out in accordance with detailed method statements.

Starlight Theatre

This is a 450 sq. m. building on top of the Grade II Listed Colonnaded Railway Viaduct. It was built as a studio space for ITV Granada in the late 1980s and more recently has been used as hire space. The theatre was constructed as a metal frame with walls of corrugated metal and mortared blockwork supporting a pitched roof of corrugated metal sheeting. It is integrated with the Grade II arches below following a later insertion of a lift and staircase.

Other Structures

A gatehouse is located adjacent to Water Street. It comprises two single-storey flat-roofed gatehouses at the southern and northern ends of a rendered rectangular taller gate, with detailing associated with its former use as a TV Studio. A former casino and workshop building is located at the eastern end of the Site and is attached to further buildings associated with ITV's former use. The building is now vacant, having previously been used as a cinema, children's play area, casino and workshop area.

The building is constructed from mortared brick walls, which support a pitched roof of corrugated asbestos sheeting. A flat-roof extension of bitumen roofing felt and a further extension of corrugated metal is present at the building's western end. There is also a disused toilet block. This is a small, detached, single-storey structure constructed from mortared blockwork with a predominantly flat roof of bitumen roofing felt and glass atrium above its main entrance.

Benefits of the Proposed Scheme

The applicant has stated that Factory would deliver the following benefits:

Economic

- Increasing numbers of visitors to Manchester and the North and increasing international profile.
- Providing new employment opportunities in the creative sector, which is an important area of growth for the city region.
- Creation of approximately 92 people employed directly and full time by The Factory.
- Temporary employment during the construction phase, including local employment initiatives and targets and potential for apprenticeships.
- Delivering benefits for a range of other businesses that will work with The Factory.
- Indirect employment and GVA impact, in terms of spending in the wider visitor economy.
- Growing St. John's as a creative hub linked to current clusters at MediaCity and The Sharp Project.
- Within a decade help create directly or indirectly, the equivalent of 2,453 full time jobs and add £137.7m a year to the economy.

Skills and Training

- Playing a significant role in supporting the skills, training and employability for the developing creative industries sector in Greater Manchester and the North.
- Presenting a unique setting in which to inspire and nurture a new creative generation.
- Presenting opportunities for engagement with young people, apprenticeships and volunteering.
- Together with the opportunity to develop a creative enterprise zone at St. John's, Factory will ensure that Manchester will continue to strengthen as a place where talented creatives look to work.

Cultural and audience impact

- Creating new work for new and existing audiences.
- Meeting and growing audience demand for new experiences.
- Encouraging a great number of people to engage with the arts.
- Continuing to improve the culture offer of the North.

Environmental impact

- A world-class arts space, designed by OMA, an internationally renowned architectural practice.
- A form of development that will take every opportunity to preserve and enhance the designated heritage assets within the vicinity of the site – a design developed in response to a deep understanding of these assets.
- Creation of new public realm and landscaping, leading to enhanced permeability and connections from the city centre to the River Irwell.

- Transformation of the townscape character of this area of the city centre in a major and largely beneficial way.
- A development that is designed to be accessible to all users including those whose mobility is impaired.

The application is supported by the following documents.

- Planning Application Form and Ownership Certificate B.
- Listed Building Consent Application Form and Ownership Certificate B.
- Design and Access Statement prepared by OMA.
- Existing and Proposed Application Drawings – Plans, Sections, Elevations prepared by OMA.
- Public Realm Strategy prepared by OMA
- Access Statement prepared by David Bonnett Associates.
- Statement of Consultation prepared by Deloitte.
- Environmental Standards Statement prepared by Buro Happold.
- Energy Statement prepared by Buro Happold.
- BREEAM Pre-Assessment prepared by Buro Happold.
- Framework Travel Plan prepared by Vectos.
- Construction Method Statement prepared by Laing O'Rourke.
- Crime Impact Statement prepared by Greater Manchester Police.
- Servicing and Waste Management Strategy prepared by Vectos.
- Ventilation Strategy prepared by Buro Happold.
- Television Reception Survey prepared by G-Tech Surveys.
- Tree Survey prepared by Indigo Surveys.
- Archaeological Desk Based Assessment prepared by Salford Archaeology.
- Ecological Assessment and Bat Survey prepared by ERAP.
- Sunlight and Daylight Assessment prepared by Watts
- Event Management Strategy prepared by Deloitte.
- Structural Investigation Survey prepared by Buro Happold.
- Environmental Impact Assessment, including:
  - Volume 1 (Technical Chapters):
    - Introductory Chapters prepared by Deloitte
    - Townscape and Visual Impact prepared by Chris Burnett Associates.
    - Historic Environment prepared by Heritage Architecture.
    - Air Quality prepared by Hilson Moran.
    - Noise and Vibration prepared by Arup.
    - Wind prepared by urban Microclimate.
    - Transport prepared by Vectos.
    - Ground Conditions prepared by Buro Happold.
    - Water Resource prepared by RoC.
  - Volume 2 (Technical Appendices); and Non-Technical Summary.

Consultations

Publicity - The occupiers of adjacent premises were notified of the application, the development was advertised in the Manchester Evening News as a major development, as affecting the setting of a conservation area, as affecting the setting

of a listed building, as an Environmental Impact Assessment development, as affecting a right of way and as affecting the public interest. Site notices were placed next to the site boundary and 323 neighbour notifications were made. No objections were received.

Ward Members – Councillor Joan Davies said that she fully supports the planning application with one exception and one request. The one exception is the proposed coach drop-off and pick-up on Liverpool Road, where she queries the use of these spaces and the effectiveness of proposed management measures. Councillor Davies requests that there is no coach drop-off and pick-up on Liverpool Road and drop-off and pick-up should be contained within the application site.

The request made is to restrict the type and frequency of late night events in the proposed Warehouse.

Highway Services - Has no objection. Requests further details on vehicle arrival and departure patterns, event parking, event schedule, details of blue badge space management, on-street and off street visitor pick up and drop off, pedestrian and cycle routes, cycle strategy, reported road injury accident data. Suggests that a detailed Full Travel Plan, Construction Management Plan and Coach Parking details are developed.

Environmental Health - Has no objection. Recommends conditions covering deliveries, fume/odour discharge, demolition/construction phase, hours, external lighting, noise, air quality and contaminated land.

MCC Flood Risk Management - Has no objection. Recommends that conditions are attached covering surface urban drainage systems.

Greater Manchester Police - Has no objection. The proposed development should be designed and constructed in accordance with the recommendations contained within the submitted Crime Impact Statement and a planning condition should be added.

Historic England (North West) - Has no objection. Believes that the waterfront in Manchester should be taken advantage of for a public building, subject to minimising the impact on the significance of the important historic structures around the chosen location. Physical impact on historic fabric would from the submitted information be limited to intervention in the structure of the grade II listed viaduct.

Historic England acknowledges a minor level of harm to the listed structure, but considers the intervention justified and the heritage benefits from the scheme as outweighing this harm.

The venue as proposed would have an impact on the environment due to its location, size and architectural expression. However, in this specific location and due to the proposed scale of the building, HE does not consider the impact to cause harm to the understanding or experience of the history of the place, from which it is clearly distinct, or to cause harm to the setting of highly listed buildings from key views.

Subject to high quality materials, finishes and execution, it would have the potential to enhance this part of the conservation area by opening it up to the public and being a cultural focal point which will bring more visitors in to the area to experience the important historic environment in this part of Manchester.

The local authority must consider paragraph 72 of the Planning (Conservation and Areas) Act 1990 and paragraphs 56, 58, 126 and 137 of the National Planning Policy Framework.

Environment Agency - Has no objection. Recommends conditions covering piling, surface water drainage, remediation strategy, verification report, contamination,

Transport For Greater Manchester - Has no objection. Requests further information in relation to the Transport Assessment of the development.

Greater Manchester Ecology Unit - Has no objection.

Network Rail - Network Rail is supportive of the Factory. States as the construction of the new facility will enhance its aspirations to transform the 'Zig Zag' viaduct arches into modern and exciting commercial uses which would increase both economic activity and pedestrian footfall in this area. The Factory needs to ensure that the adjoining railway viaducts and arch spaces are seen as an opportunity by the key stakeholders to contribute to the creation of a new sense of place, through a phased programme of active refurbishment to provide economic benefits and to support and enhance the regeneration of the wider area.

In order to achieve these objectives, further detailed consideration in the Factory planning application should be given to the following:

Servicing and Access - Network Rail will need to retain rights for servicing and access to the viaduct structures arch spaces at all times.

Conduits - Network Rail will need to retain rights for the laying, maintenance and repair of any conduits serving the viaduct structures and arch spaces

Public Realm - The public realm fronting the viaduct structures arch spaces should have the ability to be used for recreational uses including outdoor eating space and for temporary "pop up" units and events.

Maintenance - Access should be maintained at all times for emergency vehicles to access both the viaduct structures, arch spaces and the operational railway above.

Construction - The surrounding land, viaduct structures and arch spaces should be able to be accessed to facilitate any future refurbishment works for Network Rail, after and during the construction of the Factory.

Turning Circle - The inclusion of a turning circle for emergency vehicles and Network Rail vehicles.

Clearance - The developer is to provide dimensions plans which must include a 5 metre clearance at ground level and a 3m clearance from the viaduct.

United Utilities Water PLC - Has no objection. Recommends conditions are attached covering drainage and management and maintenance.

Canal & River Trust - Has no objection. Requests that full drainage details are required to ensure that there is no impact on boats entering and exiting the Manchester Bolton and Bury Canal opposite the site.

Greater Manchester Archaeological Advisory Service – Has no objection. Recommends that a Written Scheme of Investigation is carried out and this is conditioned.

Neighbourhood Team Leader (Arboriculture) - The application is accompanied by a detailed and good Tree Survey. Any tree-work should be accompanied by a formal application to work on them. Replacement trees should be provided on a three for one basis.

The Theatres Trust – Has no objection. Gives overall support for the proposals. Raises a number of detailed comments about design and operation that it would like to the design team to consider.

Manchester Conservation Areas and Historic Buildings Panel – Has no objection. The Panel felt a more considered approach to masterplanning could allow more public realm and circulation space to be created around the building and reduce the impact on the listed arches, which they felt was an intrusion into the historic site. The Panel requested that if there is an opportunity to move the building away from the arches then this should be taken.

The Panel suggested that a reconfiguration of the plan would allow for a better proposal and a more successful outcome if the building was moved away from the heritage assets. They felt that a holistic review of the masterplan could improve the relationship of buildings to one another whilst maintaining their integrity.

They felt that the provision of more public realm and improved linkages would improve the setting of the building. They also felt that there should be more connectivity and public realm at viaduct level.

They note that introducing a large continuous soffit and the ‘tunnelising’ effect on Water Street could create a challenging environment and compromise pedestrian routes though the site. They also felt that this would be harmful to the setting of the Water Street bridge and the space below could be dominated by servicing vehicles.

The Panel considered that the impact of the proposal on the conservation area and on adjacent significant heritage assets should be more fully understood and assessed as part of the proposals. They also felt that the tall buildings could have a damaging effect on other listed buildings in the area and that the assessment criteria suggested in Historic England’s guidance should be followed.

They consider that elevational aesthetic chosen for the rear building should be considered further. The Panel felt that the presentation perhaps didn't do justice to the end product and hoped that it would be delivered with some verve.

The Panel stated that the building could have a significant impact in terms of townscape and on the conservation area and heritage assets and that should be more fully integrated into a coordinated masterplan with adjacent development sites.

The Museum of Science and Industry (MSI) is supportive of the planning application for the Factory Manchester. It has a constructive working relationship with the Factory and looks forward to potential future collaborations.

MSI welcomes the opportunity to improve the public realm between the Museum, the Factory and St. John's. It raises specific comments on the Back of House Tower (east elevation materials), future public realm on top of the Colonnaded Viaduct, waterproofing, vibration levels and noise.

Corporate Property – no comments have been received.

City Centre Regeneration – no comments have been received.

Greater Manchester Pedestrians Society – no comments have been received.

Castlefield Forum – no comments have been received.

Salford City Council – no comments have been received.

Environment & Operations (Refuse & Sustainability) – no comments have been received.

Travel Change Team – no comments have been received.

Wildlife Trust – no comments have been received.

Greater Manchester Geological Unit – no comments have been received.

ISSUES

Relevant National Policy

The National Planning Policy Framework (NPPF) (2012) sets out the Government's planning policies for England and how these are expected to be applied. It is a material consideration in planning decisions. The NPPF seeks to achieve sustainable development and the Government states that sustainable development has an economic, social and environmental role (paragraphs 6 & 7). Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan.

Paragraph 12 states that:

> "Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise."

The proposed development is considered to be consistent with sections 1, 2, 4, 6, 7, 8, 10, 11 and 12 of the NPPF for the reasons outlined below.

Paragraphs 19 and 20 state that the Government is seeking to ensure that the planning system does everything possible to support sustainable economic growth, and Local Planning Authorities should plan proactively.

The proposed scheme would help to transform an underused part of the City Centre and provide a catalyst for the wider regeneration of St John's, fully in accordance with the adopted Masterplan for St. John's. It would provide a unique contribution to the positive social, environmental and economic sustainability of the St. John's neighbourhood.

It would also clearly encourage the effective use of land by reusing vacant land that has been previously developed and promote mixed use developments, and encourage multiple benefits from the use of land.

Section 1 - Building a strong and competitive economy - Section 1 (Paragraphs 18 to 22) emphasises the Government's commitment to securing economic growth, and that significant weight should be placed on the need to support it through the planning system. In particular, it identifies the need for Local Planning Authorities to support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area.

The proposals would deliver a new ultra-flexible arts space in the city centre. The site is in a highly sustainable location with easy access by foot to a range of services and facilities and has excellent access to all means of public transport. The scheme would create employment during construction along with permanent employment from the proposed offices and associated uses.

Based on the floorspace of the proposed scheme, it is estimated that approx. 92 full time jobs would be created.

Section 2 - Ensuring the Vitality of Town Centres – the proposal would redevelop a key site in St. John's and create more employment in the city centre. Within a decade, it is anticipated that the proposed scheme will help to create, directly or indirectly, the equivalent of 2,453 full time jobs and add £137.7m a year to the economy.

Section 4 - Promoting Sustainable Transport -– The site can be easily accessed by sustainable transport methods, being close to Salford Central and Deansgate railway stations, Deansgate/Castlefield and St Peter's Square Metrolink stations and close to bus stops on Deansgate. The site is also easily accessible by walking and cycling.

The scheme would therefore help to facilitate sustainable development and contribute to sustainability and health objectives and give people a real choice about how they travel.

Section 7 - Requiring Good Design - The proposed scheme has been the subject of significant design consideration (including an international design competition), consultation and evolution. The building would be a unique design and of a high quality in terms of design, appearance, materials and the accommodation created. It would complement the high standard of design in recent development proposals for St John's and Spinningfields. The development would be integrated into the natural and built environment and its scale and form is considered to be acceptable within its overall context.

Section 10 - Meeting the challenge of climate change, flooding and coastal change - The application site is in the City Centre and is therefore in a highly sustainable location. The application includes a BREEAM pre Assessment and Sustainability Statement and the proposal is aiming to achieve a BREEAM New Construction 2014 Very Good' rating. Steps taken to increase climate resilience of the Proposed Development include:

- Setting the ground floor levels with 300mm freeboard above the 1 in 100 year plus climate change water level, as predicted by the Environment Agency detailed hydraulic model.
- The intention to implement flood resilient construction techniques to areas of the building which are situated below the adopted design flood level.
- The thermal comfort assessment will also review likely impact of projected climate change scenarios using CIBSE weather data. The results can inform the building owner of possible future adaptation measures.
- A climate change risk assessment will be undertaken for the structure and fabric, in line with BREEAM and TSB guidance, Design for Future Guidance (Gething, B). This will help guide material selection and detail design for greater resilience and recovery from extreme climate events.

Full details of the measures to be included in relation to meeting the challenges associated with climate change are contained within the Environmental Standards Statement

Section 12 - Conserving and Enhancing the Historic Environment - This sets out the criteria that should be taken into account when assessing the impact of development on heritage assets when determining planning applications. Any harm caused to a heritage asset has to be justified in terms of the social and economic benefits of the proposal.

Paragraph 128 - advises that local planning authorities should require an applicant to submit sufficient information to describe the significance of any heritage assets affected, including any contribution made by their setting.

Paragraph 131 advises that, in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets.

Paragraph 132 advises that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation and, the more important the asset, the greater the weight should be.

Paragraph 134 advises that where proposals will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

The scheme has been designed to complement and respect the character and appearance of the nearby heritage assets and it is considered that the proposed works are in general accordance with the requirements of the NPPF. The impact on the settings of the listed buildings and the conservation areas is considered in detail later in this report.

Relevant Local Policies

Local Development Framework

The relevant development plan in Manchester is the Core Strategy Development Plan Document 2012-2027 (the "Core Strategy"), adopted in July 2012, and the saved policies from the Manchester Unitary Development Plan (UDP), adopted July 1995. The Core Strategy is the key document and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC4, CC7, CC9, CC10, T2, EN1, EN3, EN6, EN8, EN19, DM1 and for the reasons set out below.

Strategic Spatial Objectives

The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles The development would be in a highly accessible location and reduce the need to travel by private car and therefore support the sustainable development of the City and help to halt climate change.

SO2. Economy The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location. The development would to support the City's economic performance, reduce economic,

environmental and social disparities, and help to create inclusive sustainable communities.

S05. Transport The development would be highly accessible, reduce the need to travel by private car and make the most effective use of public transport facilities. This would help to improve physical connectivity through the use of sustainable transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment The development would be consistent with the aim of seeking to protect and enhance both the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 (Spatial Principles) - This sets out the key special principles which will guide the strategy. Development in all parts of the City should "make a positive contribution to neighbourhoods of choice including creating well-designed places that enhance or create character, make a positive contribution to the health, safety and wellbeing of residents, consider the needs of all members of the community regardless of disability and protect and enhance the built and natural environment."

The proposals would add to the focus of commercial, leisure and cultural activity in the city centre and promote the concept of high quality city living; placing a new world class cultural facility within the city centre and within walking distance for the majority of city centre residents.

The development would reuse previously developed land to improve the built environment and local character as detailed in both the Heritage Statement and the Design and Access Statement.

The benefits of providing a facility that offers benefits to all residents of Manchester by providing access to jobs and services through sustainable transport options.

Policy CC1 – Primary Economic Development Focus (City Centre and Fringe). The application site is located within St. John's, an area of Manchester City Centre that is identified as a focus for primary economic development in accordance with Policy CC1. The Factory would offer employment benefits of a different kind; where training, jobs and skills come together with practical experience. The proposed scheme would require permanent members of staff to facilitate the operation of the building and train others who seek a career path in the performing arts sector. It would also support the production of shows and will boost the local economy through a unique and diverse events programme, making Manchester City Centre more attractive to businesses, employees and visitors.

Policy CC4 - Visitors, Tourism, Culture and Leisure - The delivery of a new world-class cultural facility within the city centre would enhance the culture and leisure offer of Manchester for both visitors and tourists.

The Factory could provide a catalyst for rebalancing the cultural ecology in England, directly contributing to and stimulating the critical mass of production, ambition and skills to train and retain a highly skilled and talented community and to accelerate the 'Northern Powerhouse' for culture.

Policy CC7 Mixed Use Development – When appreciated in the context of the St John's proposals, which includes residential, workspace, two hotels and retail spaces, Factory would also make a clear contribution toward creating a truly mixed use neighbourhood in Manchester City Centre as well as being mixed use in its own right.

Policy CC9 Design and Heritage - The development would be of a high quality design. It would have an impact on the settings of nearby listed buildings and conservation areas. This is discussed in more detail later in the report.

Policy CC10 A Place for Everyone – Given the diverse range of activities expected to be programmed, The Factory will provide a development that would appeal to a wide range of both residents and visitors. Operationally, the unique offer of The Factory would enhance the diversity of the activity within the city centre.

It would be fully accessible at all levels through level access to improve accessibility for the visually, aurally and physically impaired. The Factory would also be physically accessible to all with nearby high quality public transport links.

Policy T2 Accessible Areas of Opportunity and Need – The Transport Assessment and Travel Plan submitted in support of the Application detail the level of accessibility to the Proposed Development once operational. It concludes that the application site is highly accessible. Given the city centre location of the application site, pedestrian accessibility to and from the surrounding area is very good.

The quality of cycle links is excellent, with routes from City Centre, Salford and Trafford to Factory, where cyclists would benefit from 40 cycle parking spaces within the public realm.

Policy EN1 Design Principles and Strategic Character Areas - The proposal is for a high quality design, and would result in development which would enhance the character of the conservation area and the overall image of Manchester. The design responds positively at street level and, with the provision of the pedestrian route through the building, it would enhance the City's permeability. The positive aspects of the design of the proposals are discussed in more detail below.

Policy EN3 Heritage – The proposal would have an impact on the settings of the nearby listed buildings and conservation area. This is discussed in more detail later in the report.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - As detailed in the Environmental Standards Statement, Factory has been designed in line with the Energy Hierarchy principles.

The strategy is to reduce energy demand through optimising the building form and fabric with high quality thermal insulation and glazing specifications and prioritising passive low energy design over active technologies and to reduce energy

consumption of active building services. The proposed scheme would be future-proofed to enable connection into the proposed St. John's District Heat Network.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies - being over 1,000 sq.m., the proposed scheme would be expected to comply with the target framework for CO2 reductions from low or zero carbon energy supplies. Factory would secure a 6% improvement over Part L 2013 compliance (equivalent to 15-18% improvement over Part L 2010, in line with Core Strategy Policy EN6), achieved through application of the 'mean-lean-green' energy hierarchy.

It also has a commitment to meet BREEAM NC 2014 Very Good, with a route map to BREEAM Excellent. Full details of the measures to reduce CO2 emissions from the development are provided within the accompanying Environmental Standards Statement and Energy Statement.

Policy EN8 - Adaptation to Climate Change - The development is adaptable to climate change through minimising local flood risk, ability to control thermal comfort and choice of resilient materials for the construction.

Policy EN19 Waste - The proposed arrangements for management of waste are set out within the Waste and Servicing Strategy. This confirms that these arrangements are appropriate for this scale of development and that servicing and waste collection can be undertaken in an efficient manner.

Measures to control construction and demolition waste will be managed in accordance with a Site Waste Management Plan (SWMP) produced prior to work starting on Site.

Policy DM1 Development Management - This sets out the requirements for developments in terms of BREEAM and outlines a range of general issues that all development should have regard to. Of these, the following issues are or relevance to this proposal:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Design for health;
- Adequacy of internal accommodation and amenity space;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- That development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility to buildings, neighbourhoods and sustainable transport modes;
- Impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and
- Impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

These issues are considered full, later in this report.

Saved UDP Policies

The following saved UDP policies need to be considered in relation to the application.

DC18.1 Conservation Areas – It is considered that the proposal would maintain the character and appearance of the conservation area. This is discussed in more detail later in the report.

DC26.1 and DC26.5 Development and Noise – The application is supported by a Noise and Vibration Assessment which assesses the impact of the proposals upon the local environment, recommends mitigation measures where necessary and concludes that the operational phase of the proposals will not have an adverse impact on the amenity of surrounding users.

An Event Management Strategy has also been prepared in support of the application and outlines specific policies to help control noise through audience dispersal.

Guide to Development in Manchester Supplementary Planning Document (SPD) and Planning Guidance (April 2007) Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all.

The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity.

In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

Devo-Manc and the Northern Powerhouse

In the 2014 Autumn Statement, the Government reiterated its commitment to help lay the foundations of a Northern Powerhouse to rival the economic strength of London. A historical devolution agreement was reached in November 2014 ('Devo-Manc') that will give greater powers to the Greater Manchester Combined Authority working in partnership with a directly elected Mayor.

These powers will open up new opportunities for increasing economic growth and improving the quality of life of Greater Manchester residents by replacing an over-centralised national model – imposing 'one size fits all' solutions – with greater local control over certain budgets and powers.

Greater Manchester will have responsibility for a £300m housing investment fund, devolved and consolidated budgets in transport and health and social care, along with key strategic planning powers. An additional £7 billion of investment was announced to build the Northern Powerhouse in December 2014.

Key aims for the budget will be:

- To better connect the core cities of the North by investing £6 billion on road and rail infrastructure (delivering higher levels of productivity and greater competitiveness through designing a programme of transformed connectivity), including HS3.
- Doubling the number of northern cities to benefit from the Government's superfast broadband programme.
- Funding for the North's strengths in science, with major new science investments, including the new Sir Henry Royce Materials Research Institute based in Manchester (with satellite centres in Leeds, Liverpool and Sheffield).
- A £78 million funding commitment was also made to Factory Manchester.

The Government confirmed its commitment to the Northern Powerhouse and the Factory in late September 2016, recognising *"the enormous contribution and potential of cities like Manchester, to deliver economic prosperity and more opportunities for everyone."*

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy) The Sustainable Community Strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER).

MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed scheme represents a significant opportunity to capitalise on the City's existing assets to help to create a new destination within the City Centre, with cultural uses that will raise Manchester's international profile and set it apart from peer cities.

In addition, Factory will help contribute towards:

- the creation of an unique, safe, sustainable, healthy neighbourhood where people are happy to live and work – responding to the continued trend of a rise in City Centre living and flexible workspaces; and
- securing a much higher growth rate in key sectors where there is already an advantage, for example creative industries, to deliver growth through clustering of businesses and activities in a strategic location in Manchester City Centre.

It would clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Strategy (2016)

The Manchester Strategy sets a long-term vision for Manchester's future and describes how that will be achieved. It provides a framework for actions by City Council partners working across Manchester – public sector organisations, businesses, the voluntary sector and the communities within it. The document promotes five key areas of focus for Manchester to the year 2025, which will be periodically reviewed to assess progress made. As set out throughout this document, St John's will deliver on each of the objectives which are outlined below:

1. **A thriving and sustainable city**: with a competitive, dynamic and sustainable economy that draws on Manchester's distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas. A city that is clean, attractive, culturally rich, outward-looking and welcoming.

2. **A highly skilled city**: possessing highly skilled, enterprising and industrious people.

3. **A progressive and equitable city**: a place where residents from all backgrounds feel safe, can aspire, succeed and live well.

4. **A liveable and low-carbon city**: playing its full part in limiting the impacts of climate change.

5. **A connected city**: connected, internationally and within the UK.

The creative sector is identified as a distinctive strength of Manchester within the Manchester Strategy (2016).

Manchester City Centre Strategic Plan (2016)

This is a high level document designed to provide a snapshot of the current 'state of play' in the city centre. It is further intended to provide insight into the growth, regeneration and development trajectory of the city centre. The document was compiled using existing Strategic Regeneration Frameworks, Development Frameworks and Strategies.

The City Centre Strategic Plan updates the vision and direction of travel for key growth areas of the city centre. It has been prepared to shape the activity that will ensure that Manchester City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England.

The role of the city centre as a principal economic driver to the City Region is described in the document on the following basis:

1. As a driver of economic growth and a major employment centre: The city centre accounts for over 40% of Manchester's total employment base, and is a significant driver of regional economic growth, hosting more than 10% of all jobs in Greater Manchester.

2. As an increasingly popular residential centre: The growth in the number of people living in the city centre over the last 20 years is a major success story, going from a few thousand in the late 1990's to over 25,000 today, and nearer 50,000 within the expanded city centre boundary.
3. As a major visitor destination: Manchester City Centre is particularly rich in cultural assets and is increasingly becoming a destination of choice for visitors, both from abroad and from other parts of the UK.
4. As a place to relax and spend time: A high quality public realm is essential to the character and appeal of the city centre for residents, visitors and workers alike.

St John's is described as a key city centre neighbourhood with scope for significant regeneration. The Plan reflects the commitment to delivering Factory within the St. John's Masterplan; with this commitment, Manchester will be able to build on the strong base of tourist and leisure attractions currently offered within the city centre.

The proposed development would be in keeping with these objectives and is consistent with St John's.

St John's Strategic Regeneration Framework (2016)

Factory forms part of the St. John's Masterplan area in Manchester City Centre. The redevelopment of the site is supported by the St. John's Masterplan and Strategic Regeneration Framework (SRF), which were formally adopted by Manchester City Council's Executive Committee in February 2015, updated in July and November 2016.

The refreshed SRF reflects and records the significant progress that has been made towards achieving the original SRF goals, as well as incorporating a refreshed strategy for the Factory proposals, which will become a cultural anchor for St. John's.

St. John's offers a remarkable and immediate opportunity to lead the next phases of regeneration of Manchester City Centre and deliver "best in class" residential-led mixed use development.

The Masterplan proposals will ultimately guide the delivery of a new residential-led mixed-use, sustainable city centre neighbourhood that is accessible, has a distinctive sense of place and offers life and vitality at all times through the year, day and night.

Core development principles set out within the St. John's SRF include:

- To deliver a best-in-class City Centre neighbourhood; a place to live, work and play; a place for enterprise and innovation; for culture, entertainment and leisure; a unique proposition for Manchester that will raise its international profile and set it apart from its peer cities.
- Development that is fully integrated both functionally and physically with the City Centre and adjoining city centre neighbourhoods.
- To re-establish Manchester's tight-knit urban grain and create a meandering network of public spaces and complementary range of uses.

- A form of development that retains and reutilises key heritage assets and integrates those features into the new urban form.
- A series of existing and new public landscaped spaces will be created that support a new network of routes and linkages which connect the different parts of the site to its neighbours and the River Irwell, as well as anchoring the major buildings.
- A scale of building form that in height and plan extends the scale of the St. Johns Street district across the site. To the west of the site, adjacent to the River Irwell, there is the potential to introduce taller, elegant residential buildings.
- Potential to accommodate 2-3 arts and cultural buildings.

Planning Permissions

The following Planning Permissions were granted for the early phases of St. John's in October 2015:

- **Bonded Warehouse** – refurbishment of the building for conversion as a mix of office, retail, restaurant and café use – Planning Permission Ref. 109466/FO/2015/C1.

- **Manchester Grande (Old Granada Studios)** – refurbishment and redevelopment of the former Granada Headquarters building and studios for a hotel and associated event space, together with a new office building – Planning Permission Ref. 109246/FO/2015/C1.

- **Village Phase 1 (South Village)** – residential-led redevelopment of the former Coronation Street set and adjoining land, to provide 57 residential units together with retail and workspace at lower levels and associated public realm and car parking submitted – Planning Permission Ref. 109241/FO/2015/C1.

Planning Permission was granted in October 2016 for **St. John's Place**. This will provide four buildings (52, 18, 8 and 4 storeys) comprising: residential uses (387 apartments), two hotels and ground floor retail accommodation with associated public realm including the creation of a section of riverside walkway and car and cycle parking.

An application for Planning Permission for the **Central Village and Tower 1** was submitted in October 2016. This scheme comprises two main elements: a 36 storey residential tower with retail at the ground floor and; a 7- 8 storey mixed use building with retail uses and workspace on the lower floors. The two elements are designed within a high quality new public realm.

Conservation Area Declarations

One of the largest conservation areas in Manchester, Castlefield is situated on the south-west side of the city centre. Its focus is the Roman fort from which it derived its name - i.e. 'castle in the field'.

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses.

Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams.

When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area.

Section 149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations').

It is considered that the Environmental Statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

Principle of the Proposed Use and the Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. Over the past fifteen years the City Council has had a considerable amount of success in terms of regenerating the City Centre. Piccadilly, Spinningfields, the commercial core, Manchester Central, Northern Quarter and Castlefield are all good examples of this.

However, much remains to be done if the City Centre is to remain competitive and it will be important to ensure that investment in Manchester continues. The City Centre is the primary economic driver in the City Region and as such is crucial to its longer term economic success.

Culture has been at the heart of Manchester’s strategy for future economic and social success, key to developing its increasing national and international profile. Factory would act as one of the engine rooms of the Northern Powerhouse, helping to support growth across the region.

Factory would further support the city region’s cultural landscape and attract new audiences from the UK and beyond, supported by a funding commitment from central Government. It would be a powerhouse at the heart of the north of England, helping to support growth, creating new jobs and opportunities to develop careers in creative and new technologies. And the proposals would deliver significant and genuine benefits for Manchester and the wider City Region, in the context of its adopted strategic economic, regeneration and planning policy objectives.

St John’s is recognised as a key asset in planning and economic development policy, including the Manchester City Strategic Plan, the City Centre Strategy, the Adopted Core Strategy and the St John’s SRF. The aims of these documents include the need to regenerate St John’s and integrate it with the rest of the City Centre.

It is considered that the proposed scheme supports the strategic objectives of St John’s. It would contribute to its continued regeneration and the overall City Centre. The development would be consistent with the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC7, CC8,

CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Design Issues, Relationship to Context and Impact on Heritage Environment

The proposed scheme is located near to a number of Listed Buildings, in the Castlefield Conservation Area with a physical interface to the Grade II Listed Colonnaded Railway Viaduct. As such the scheme has been developed in consultation with Historic England in order to ensure that the relationship to the assets is an acceptable one. The application is supported by a Heritage Statement and Visual Impact Assessment.

Location within St. John's

A wide range of issues were carefully considered in selecting a location for the Factory in St John's. This includes:

1. Retaining and refurbishing key non-designated heritage assets such as the former Granada HQ Building and Studios and the Bonded Warehouse, as well as the re-establishment of the tight-knit urban grain within this part of Manchester. These are fundamentally important principles of the adopted masterplan. The retained buildings will create an exceptional and distinctive sense of place.

2. The role of the St. John's Masterplan in providing space and opportunities for a range of supporting uses and functions, creating a larger and richer creative cluster (alongside Media City and Sharp Digital) that enables more talented people to stay and make their careers in Manchester.
3. The brief for The Factory, including the requirements in terms of size and type of performance space, capacity, ancillary functions, etc.
4. The scale of development that would be required to meet these requirements and the identification of potential sites of sufficient size to accommodate it, factoring in the buildings to be retained.
5. Testing the scale of development against those potential sites and considering feasibility through an assessment of the impact on the established Masterplan principles, the form, function and viability of other development to be delivered through the Masterplan and site specific issues associated with The Factory. This includes example access, servicing, people and vehicle movement as well as impact on heritage assets.
6. Opportunity to work with MSI to deliver an integrated and connected site while delivering a development that respects the significant heritage importance of the museum's buildings.
7. Opportunity to work with one of the site's key existing features, the Colonnaded Railway Viaduct, to open up this important heritage asset to the public.

As the project has evolved, the precise siting of Factory within the St. John's Masterplan has changed. The area designated for Factory at the time of the design competition abutted the Bonded Warehouse and extended over the Water Street Bridge to the edge of the Grade II Colonnaded Viaduct. The position of the building

had been developed to have minimal impact on the cast iron arches occupied by MSI.

The building position was further reviewed in relation to MSI, and has been moved 7m north and 2m west which would free up more space between Factory and the Grade II Colonnaded Viaduct. Historic England and MSI were positive about moving the building north.

Relationship to Context

The effect of the proposed scheme in terms of scale, height, urban grain, streetscape and built form, important views and effects on the skyline are important considerations.

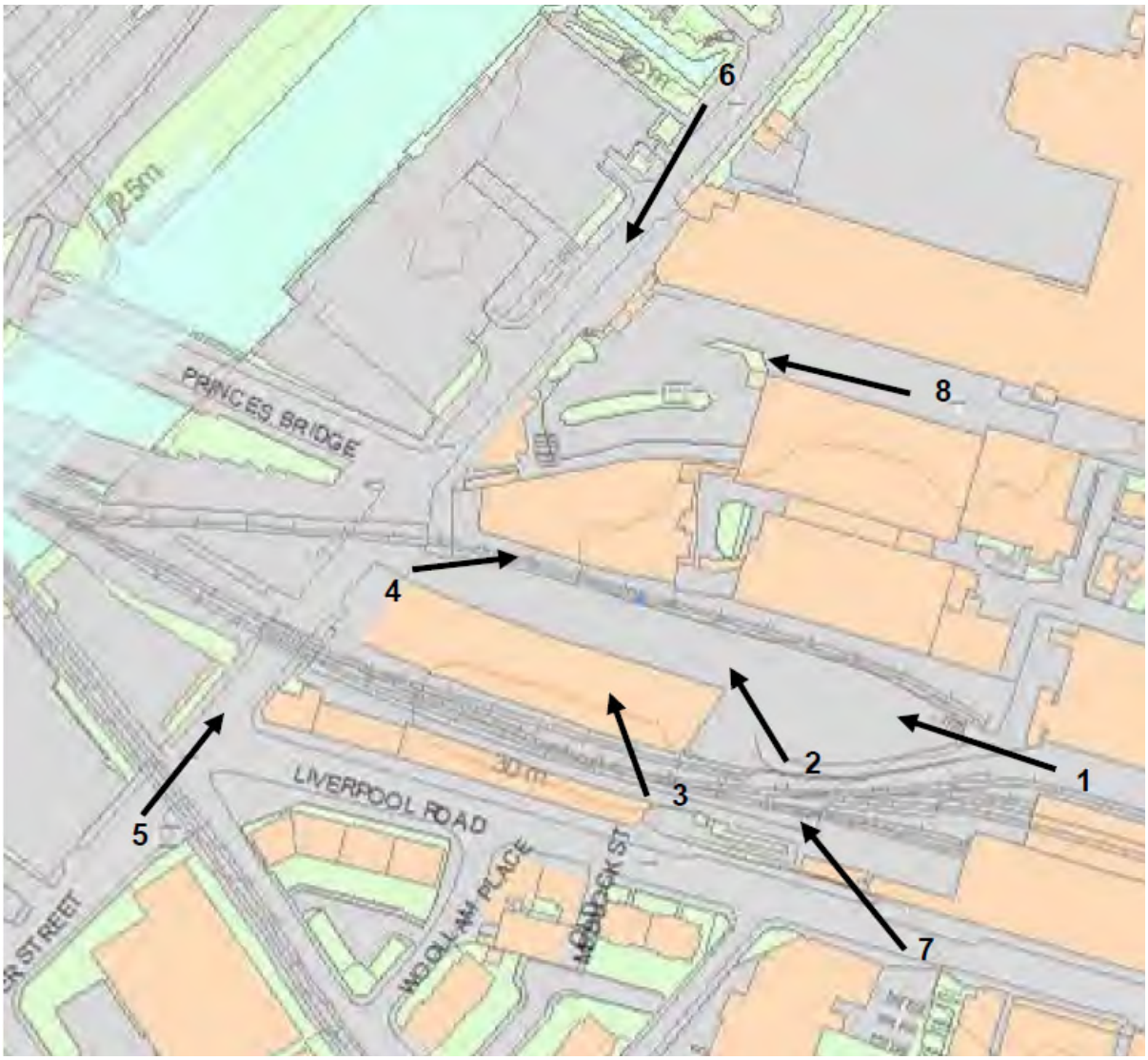
One of the main issues to consider in assessing this proposal is whether the scale of the development is appropriate for the site. The area is characterised by large scale buildings such as the Granada Studios HQ building, Marriott Hotel, Bonded Warehouse and 1830s Warehouse in MSI. The scale is compatible with these structures, albeit broken into three distinct parts as opposed to one single architectural design.

The building height is determined by the brief requirements of the warehouse (21 metres clear internal height plus theatre grid and structure above) and its footprint. The Warehouse height of 34.6m and Back of House Tower height of 38.6m high (equivalent to an 11 storey building) are considered to be contextually acceptable in an area of tall and medium sized buildings.

Visual Impact

A Visual Impact Assessment has assessed where the proposed development could be visible from, its potential visual impact on the streetscape of the conservation area and the setting of designated listed buildings (i.e.; the designated heritage assets). The assessment utilises the guidance and evaluation criteria set out in Historic England's "*Good Practice Note 3: The Setting of Heritage Assets"* (2015) and adapts the methodology outlined in their document, *"Seeing the History in the View: A Method for Assessing Heritage Significance within Views"* (May 2011).

Eight verified views were agreed with Historic England and the City Council. The potential effects have been assessed through a combination of desk study research and walkover surveys of the site and the surrounding area. The VIA provides a comparison from key viewpoints of the potential visual impact on the conservation area and the setting of listed buildings to evaluate the comparative visual impact that would result from the proposal, focusing on the identified heritage assets.



Locations of the Eight Verified Views

View 1 - this view is experienced from within the Museum of Science and Industry's site (MSI), at the upper level of the former goods yard. The viewpoint looks west towards the subject site.

The different forms and materiality of the proposed scheme are legible from this viewpoint and would be understood and appreciated as a contemporary form. The materiality of the tower element responds to the industrial character within the MSI complex thereby creating a form that whilst innovative and contemporary does not compete with the heritage values of the heritage assets in this view. Consequently, the overall impact of the proposed scheme would be negligible.

The cumulative impact of the proposed St Johns scheme and Trinity Islands and the introduction of a new skyline to this part of the city would clearly change this view which contains largely horizontal, open and linear forms. From this viewpoint, it is considered that the cumulative development would still be understood and appreciated as a contemporary backdrop to the established roofline of the buildings within the MSI site. Kinetic views, moving west from this viewpoint, across the site, would diminish the predominance of the cumulative development.

It would be clear that whilst the proposed development does not affect the ability to understand and appreciate the heritage values of the identified heritage assets within this view individually, a key element to their significance as heritage assets is their group value. It is considered that the proposed cumulative development would erode to minor extent the ability to appreciate the values of the view as a whole and consequently the overall impact of the proposed scheme would be moderate adverse.

View 2 - is experienced from the lower yard within the MSI complex, looking north-west towards the subject site. The proposal would be clearly visible from this viewpoint, replacing the Starlight Theatre building with three distinct forms; the auditorium, the warehouse and towers.

Whilst presenting three very distinct and contemporary forms, the height, scale and massing of the proposed scheme would still remain subservient to the robust form of the Grade I listed Warehouse building. The proposed scheme would encourage movement across the MSI site, by introducing a dynamic form that would provide a high level of activity and synergy between the two sites.

The cumulative impact of the wider St Johns scheme, from this viewpoint, which wouldl be understood and appreciated as a backdrop to the proposed scheme and an extension of the city beyond. It is considered that the overall impact of the proposed scheme, and the cumulative development, would be negligible, and the cumulative development, would be negligible.

View 3 - is experienced platform of the Grade I listed former Station building looking north-west towards the subject site.

The proposed scheme would not be visible from this viewpoint and would have no impact. The cumulative impact of the wider St John's development would be glimpsed above the roofline of the Grade I listed warehouse. The overall impact of the cumulative development would be negligible.

View 4 - is experienced from the west end of the MSI site, looking north-east towards the subject site. The auditorium element of the would be clearly visible from this viewpoint, set back from the edge of the viaduct.

Due to the positioning, alignment, height, form and materiality of the auditorium, it would not affect the ability to appreciate the heritage values of heritage assets or the view a whole. The overall impact of the proposed scheme would be negligible.

View 5 - is experienced from the western end of Liverpool Road, at the junction with Water Street, looking north.

Due to the robust nature of the group of heritage assets within this view, it is considered that the proposed scheme would be understood and appreciated as being located within the distance, signalling the continuation of the city beyond. As a new landmark feature to the wider townscape it would introduce variety and dynamism to the skyline.

The proposed scheme would provide new landmarks to the skyline in an area that has, in recent years, been underutilised. It would enhance the urban cohesion of the area encouraging movement and permeability which is considered beneficial to the sustainability of the historic environment.

The materiality, form, height and articulation of the proposed scheme would maintain the dominant architectural expression of the heritage assets in this view and consequently they are read as a backdrop to the former railway complex. The understanding and appreciation of the heritage values of the Grade I and Grade II listed group of railway buildings/ structures would still be clearly represented in this view and consequently the overall impact of the proposed scheme and the cumulative impact, would be negligible.

View 6 - is experienced from the north side of Water Street looking south west towards the subject site.

The proposed scheme would be highly visible within this view transforming it to provide a new streetscape and urban form. The contemporary forms of the different elements of the proposed scheme would be clearly understood. The central warehouse, which would be built over Water Street, clearly articulates the entrance and focal point for the pedestrian, whilst the dynamic and animated walkway under the proposed building would encourage pedestrian movement and permeability through the space.

Although the proposed scheme would provide a new termination to Water Street and block view of the listed bridges, it is considered that the benefits the proposed scheme would bring, in terms of activity and appreciation of the bridges through being encouraged to walk along Water Street, would mitigate any perceived harm.

Overall, it is considered that the proposed scheme would have a minor beneficial impact in terms of enhancing this part of the conservation area.

View 7 - view is experienced from the south side of Liverpool Road, at the junction with Potato Wharf, looking north-west.

The top of the Warehouse element of the proposed scheme would be glimpsed from this viewpoint, extending above the established roofline. As a contemporary form, the proposed scheme would be understood and appreciated as a backdrop to the robust, horizontal forms of the MSI complex. The overall impact of the proposed scheme would be negligible.

In terms of the cumulative impact of the wider St Johns and Trinity Islands developments, the towers would provide a strong vertical emphasis within an entirely low-rise, horizontal streetscape. Despite being understood and appreciated as a backdrop to the historic industrial complex, it is considered that the proposed scheme would erode to a minor extent the ability to appreciate the heritage values of the view as a whole and consequently the overall impact of the cumulative development would be moderate adverse.

View 8 - This view is experienced from the north side of the Bonded Warehouse, to the east of the subject site.

The proposed scheme would articulate the historic street of Grape Street, which is proposed to be reinstated as part of the wider proposals for the site/ area (Figure 14B). In demarcating the form of the street, the proposed scheme, alongside the cumulative development (Figure 14C), encloses the streetscape and provides a coherent urban form.

The proposed scheme would provide an overtly innovative and dynamic form which clearly takes its cue from the industrial character of the area. It would encourage movement and activity and will thus allow for a greater understanding and appreciation of the area. Consequently, overall impact of the proposed scheme would be minor beneficial.

The visual impact assessment has assessed eight views. Six views will result in negligible impacts and two views will result in beneficial impacts. The cumulative visual impact will result in two instances of moderate adverse harm. These instances of adverse impact are in relation to the visual impact on the understanding and appreciation of the setting of the MSI complex (including views along Liverpool Road and Water Street). It is considered that the proposed scheme would result in overall beneficial impacts

Architectural Quality

The proposal has been subject to an international design competition. OMA, who won have a track record in designing and realising cultural buildings that act as catalysts for regeneration. This includes projects in Portugal, Italy, USA and Russia.

The materials for each façade element have been selected for proven durability, longevity and ease of cleaning. These are glass, channel glass, concrete and aluminium rain screen. Securing the highest quality materials will be dealt with through condition.

Warehouse

The north and south façade of the warehouse would be made up of vertical linear bands of glazing and precast concrete to provide the required acoustic mass to the façade, while allowing daylight into the depth of the warehouse. The façade would also allow views to MSI and the future buildings proposed within the St John's Masterplan.

The primary structural truss to carry the load of the façade into the east and west walls would be expressed in the elevation as a lens shaped 'oculus' (a round or eye-like window opening) with larger glass openings between the structure.

The east and west walls would be two layers of pre-cast concrete to ensure noise breakout protection from the internal amplified sound. The double wall construction would also support the warehouse roof and technical grid, while housing worker circulation and building services distribution. The outer skin precast panels would be

mounted on acoustic isolation bearings to prevent noise transfer from the inner skin to the outer skin.

Theatre

The form of the theatre is organic. Conceptually a shrink wrapped form that envelopes the internal arrangement of spaces and primary structure. The theatre geometry requires materials of such a nature that they can easily be constructed to follow the sweeping form of the building.

The skin would be comprised of two layers separated by an acoustic void of 1.5m. The outer skin would be formed by triangular precast concrete panels that are resiliently mounted onto the primary steel structure. Laid over the precast panels would be rigid insulation formed to take the final coating of white reflective material, either fabric typically used in tensile structures or an applied polyester resin monolithic membrane. The fabric option is commonly used in tensile structures, of which a significant quantity have been built in the UK. The "Mound Stand" at Lord's Cricket Ground (Hopkins, 1987), is perhaps the best known, with nearly 30 years of proven durability.

Back of House Towers

The tower façades relate to the historical industrial context of the site, the MSI and create a "Factory" aesthetic. The elevation design is inspired by the work of Belgian photographic artist Filip Dujardin. The main façade element would be made up of corrugated metal rain-screen panels of varying colours to provide a rich collage of colour and texture using simple industrial materials.

The office floor that spans between the two towers would have full height clear glazing. Other areas such as the changing rooms would be are glazed with textured / etched glass U-Channels to allow natural light into the more private spaces while still affording privacy. The technical rooms at the top of the towers would be clad with galvanized metal grating to enable free air flow to the mechanical units behind, further adding to the industrial aesthetic.

The proposed scheme would be integrated into its city centre context without compromising any adjacent designated heritage assets. The development positively uses a brownfield site to complement the character, scale and massing of the enclosed heritage assets and the contemporary development of St John's. It would be consistent with Sections 2, 7 and 8 of the NPPF and Core Strategy Policies SP1, CC7, CC9, CC10, EN1, EN3 and DM1.

Historic Environment

Effect on the Historic Context

Section 66 of the Listed Buildings Act 1990 requires members to give special consideration to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it.

Section 72 of the Listed Buildings Act 1990 requires members to give special consideration to the desirability of preserving the setting or preserving or enhancing

the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it.

Development decisions should also accord with the requirements of Section 12 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 132, 133 and 134.

Manchester is a constantly evolving city and the juxtaposition of old and new buildings across the city recognises this. Part of Manchester's historical evolution has involved massive regeneration and re-invention and this forms part of its modern day incarnation. The character of this part of the conservation area is different to that immediately to the south. It is dominated by the more modern buildings associated with the former Granada Studios site and vacant sites along the River Irwell and it does not make a positive contribution to the conservation area. There is therefore considerable opportunity for change in this area.

The potential impacts of this proposal relate to physical impacts on the Grade II listed Colonnaded Viaduct and impacts on the setting of the surrounding heritage assets. Heritage considerations have been integral to the design development of the proposals. Enlisting appropriate specialists and consulting with the Local Planning Authority and Historic England has informed the design and assessment process to ensure potential adverse impact on the identified heritage assets are minimised.

The Heritage Statement concludes that the proposal would result in limited instances of adverse impact as a result of the removal of historic fabric from the Grade II Listed Colonnaded Railway Viaduct. It would also have a beneficial impact by introducing a new waterproof membrane to the deck level of the structure thereby preventing further deterioration of the historic fabric, as well as the broader beneficial impact of opening up the Viaduct to public use, better revealing its heritage values and allowing for continual maintenance and repair.

The impact of the proposal on the viaduct would involve limited instances of "less than substantial harm". and the special architectural interest of the Viaduct would not be fundamentally compromised. The beneficial impacts of the proposals, alongside heritage and public benefits, are considered to outweigh any instances of less than substantial harm.

The visual impact assessment has demonstrated that the proposed scheme would result in a beneficial impact on the setting of the non-designated Bonded Warehouse and Castlefield Conservation Area and an overall negligible impact on the historic built environment. It is considered that the impact of the proposed scheme would not adversely impact on the understanding or experience of the history of the Castlefield area, from which it is clearly distinct, or to cause harm to the setting of highly listed buildings from key views.

Subject to high quality materials, finishes and execution (and a condition is proposed to deal with this), it would have the potential to enhance this part of the conservation area by opening it up to the public and being a cultural focal point which would bring

more visitors in to the area to experience the important historic environment in this part of Manchester.

The proposed scheme, on balance, preserves the character and appearance of the conservation area and the setting of the nearby listed buildings, and thus complies with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It does not lead to 'substantial' harm or any meaningful level of 'less than substantial' harm to the setting of the conservation areas, or any other heritage assets. The proposals form part of the high quality regeneration of the city centre and meet the requirements set out in paragraphs 132 and 134 of the NPPF.

For the reasons set out above, it is considered that not withstanding the considerable weight that must be given to preserving the character and appearance of the nearby listed buildings and the character of the Castlefield Conservation Area, it is considered that the proposed scheme has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

Credibility of the Design

This section considers the technical and financial credibility of the scheme. The design has been developed in consultation with a contractor from the outset. The design therefore reflects a scheme that is agreed, viable and deliverable. It is understood that funding for the scheme is secured and that there is a real commitment to deliver the development.

The applicants have confirmed that the viability of the scheme has been costed on the quality of scheme shown in the submitted drawings. The proposals have been prepared by a client and design team that has experience of delivering high quality buildings in city centre locations and with a track record and capability to deliver a project of the highest quality.

Relationship to Transport Infrastructure

A Transport Assessment and Framework Travel Plan have been prepared. The existing conditions at the Site have been identified including the existing traffic flows, speed of traffic, particularly in peak periods and the levels of queueing and recorded accidents.

The area is part of Manchester City Centre and lies close to the Inner Relief Road. Therefore the area already experiences high traffic flows as well as City Centre traffic passing through the area. However, being within the City means that there is very good public transport provision which is expected to significantly improve with development of the wider St John's area.

It is proposed that the temporary diversion of National Cycle Route 6 via Castlefield Bridge will continue during proposed construction works. The permanent route over the new pedestrian and cycle bridge and along Hampson Street would reopen once Factory was complete in 2019.

The traffic for Factory including the wider St John's and other committed development have been forecast using standard traffic forecasting methods and these have been agreed with TfGM and Manchester City Council highways officers.

The implementation of a Construction Management Plan will mitigate the potential impact of construction traffic in terms of dust, dirt and any potential hazardous loads. The Plan would establish delivery routes via the Inner Relief Road and Water Street, keeping vehicles away from residential properties. The Plan will employ wheel washing, road sweeping and dust suppression measures.

The proposed scheme, as part of the wider committed development in the area, does give rise to an increase in traffic once operational, which could have a perceptible impact on nearby residents along Liverpool Road, on Left Bank with apartments facing New Quay Street, Lower Byrom Street. The change in traffic flow may be perceptible, but the changes are not sufficient to give rise to a material harm.

A wide range of mitigation measures are proposed, that seek to reduce travel by car, traffic speeds and enhance road safety. These form part of a Sustainable Travel Plan Strategy, which include City Car Club vehicles, extensive cycle facilities, located within a new walkable district with quality wayfinding and materials.

The demand for cyclists to Factory as a Theatre event space is 0.3% per visitor on a weekday and 0.4% on a Saturday For Factory, the applicant has assumed a level of 0.6% for Factory which equates to a maximum of 39 cyclists assuming a combined Factory and Theatre event of 6,850.

40 spaces would be provided within the public realm would accommodate the maximum event expected, at a rate that is higher than is typically observed. In addition to the 40 spaces provided within the immediate public realm, there are 192 other cycle parking spaces located within the public realm in the core site of St Johns which visitors can use. Those spaces are likely to be available as the timings of events tends not to coincide with the demand for commuter cycle parking. Therefore visitors wishing to cycle to an event will benefit from considerable on-street cycle parking.

10 on-street spaces on Water Street which could be used by blue badge holders and there are the 5 Blue Badge space located adjacent to Factory. This level of provision is considered reasonable to meet demand. This would be monitored through the Travel Plan process and if additional measures are required.

It is proposed that coach drop off and pick up spaces is on Liverpool Road. The applicant is currently reviewing whether this could be provided elsewhere within the St Johns area. There is limited space on Water Street with the Network Rail (Ordsall Chord) proposals to widen pavements and narrow the carriageway to the south of the site and the various uses proposed: servicing, taxi ranks /drop off and blue badge holders. It is recommended, therefore, that the final locations of the coach drop off/pick up spaces would be dealt with as part for detailed Event Management Plan and Travel Plans.

Sustainability

An Energy Statement and Environmental Standards Statement have been prepared, which details the energy measures and other facets incorporated in the design that influence the sustainability credentials of the proposed scheme.

The proposed scheme will target:

- 6% improvement over Part L 2013 compliance (equivalent to 15-18% improvement over Part L 2010, in line with Core Strategy Policy EN6), achieved through application of the 'mean-lean-green' energy hierarchy.
- A commitment to meet BREEAM NC 2014 Very Good, with a route map to BREEAM Excellent.

A feasibility study for a new district heating network to service the St John's masterplan is ongoing. The proposed scheme is being developed to allow connection to this, either as part of the current scheme or as a future connection.

Measures include:

- Well thermally insulated building - thus reducing heat loads. All walls would be well insulated, and the large glazed facades within the warehouse would consist of a double layer of double glazing.
- High performance glazing - with G-values of around 0.3 the glazing would reduce solar gain thus reducing cooling loads.
- Turbocor chillers – where active cooling is required it would be provided by efficient Turbocor air cooled chillers.
- Free cooling – the air handling units serving the warehouse and theatre auditorium would have the ability to provide untreated fresh air to the spaces when appropriate to save energy.
- Thermal wheel heat recovery – all air handling units would be fitted with thermal wheels to recover heat from the building thus reducing heating loads
- Variable speed drives – all pumps and fans would be fitted with variable speed drives to allow them to ramp up or down as required to optimise energy use.
- District heating – the proposed design would allow for a district heating connection to the St. John's CHP district heating network. However, this network is currently undergoing a feasibility study and may not be approved. Therefore allowance has been made both in the modelling for gas fired boilers should the district heating network not be available.

In summary, the proposed scheme would adopt a design incorporating high specification sustainability credentials and therefore reduce its environmental impact.

It is considered, therefore, that the design and construction would be sustainable and would be in accordance with Sections 10 and 11 of the NPPF, and policies S06, SP1, EN6, EN8, EN17 and DM1 of the Core Strategy.

Archaeology

A desk-based Archaeological Assessment has been submitted as part of the application. The Assessment confirms that the application site does not contain any Scheduled Monuments or Registered Parks and Gardens.

In total, 14 sites of potential below-ground archaeological interest have been identified within the boundary of the proposed scheme. Of these, it is likely that only six have any potential, as the others are likely to have been damaged or destroyed entirely during previous development, or have already been subject to archaeological excavation.

The sites of interest include an eighteenth-century riverside warehouse, early nineteenth-century workers' housing, a nineteenth-century railway warehouse and associated structures. Any damage to these sites during the delivery of the proposed scheme would merit the implementation of a strategy that would mitigate the ultimate loss of the buried remains.

An appropriate scheme of archaeological investigation would be agreed with Greater Manchester Archaeology Advisory Service. This is likely to involve the excavation of a series of trial trenches to establish the presence or absence of buried remains.

Should significant remains be found which would be damaged or destroyed by the proposed scheme, further excavation work in advance of development would be appropriate to ensure an archival record is compiled prior to the ultimate loss of the remains.

A condition is recommended requiring the submission of a written scheme of investigation to be submitted to and approved in writing by the City Council.

Contribution to Public Spaces and Facilities

Public space is an important part of the Factory design. The foyer of the building and the spaces outside could provide an attractive and accessible public space for visitors and local residents.

Factory and Festival Squares will be linked with Factory's foyer into one continuous area of public space. This will be achieved using a unifying surface of robust, durable materials (suitable for both vehicles and multiple use: festival, performance, markets, etc.), street furniture, signage and lighting. Trees will be planted along the riverside.

The Factory Square area would be integrated with the proposed River walkway, Network Rail's public realm scheme in front of the zig-zag arches and the new pedestrian and cycle bridge across the Irwell provided as part of the Ordsall Chord project.

In the undercroft of the building, it is proposed to have a reflective soffit surface and a lighting scheme. The Design and Access Statement says that this could be similar to the classic Manchester experience, especially in Castlefield, of dramatic spaces below viaducts and bridges. This and the proposals for public space are set out in the Public Realm Strategy submitted with this application.

The public realm has been considered conceptually at this stage, and will be developed in the context of the masterplan for St. John's. The extent of public realm included in this submission is as that indicated in the diagram at right, and is limited to Festival Square to the north of the foyer, and Factory Square to the west.

A condition requiring a detailed public realm strategy and landscape masterplan will be developed in conjunction with the detailed design for surrounding developments in the St. John's masterplan to ensure that a comprehensive and integrated public realm is delivered.

Given the above, it is considered that the proposals would make a positive contribution to the public realm and facilities and would therefore be consistent with Sections 2 and 7 of the NPPF and policies S06, SP1, CC1, CC7, CC9, CC10, EN1, EN3 and DM1.

Environmental Issues

(a) Sunlight / Daylight / Solar Dazzle

A Sunlight / Daylight report has been prepared based on the methodology and approach set down in "Site Layout, Planning for Daylight and Sunlight – A Guide to Good Practice" published by the Building Research Establishment (BRE) – Second Edition 2011 (The BRE Guide), which is widely accepted by local planning authorities as the accepted analysis protocol.

The Study notes the limitations of the BRE Guidance, which is not mandatory and has been developed to assess suburban environments. As such, the criteria are considered to be restrictive for assessing urban and city centre environments. The results have not been adjusted to reflect this limitation and the severity of the impact may be considered dis-proportionate in a city centre context where less daylight and sunlight may be available.

The report concludes that the impact on the daylight and sunlight amenity to the 1830s structures would be minimal taking into account the urban context of the proposals and the use of the building for exhibition purposes. It also concludes that there would be no impact on existing residents and no impact on existing or proposed public spaces.

(b) Wind

A Wind Assessment has been undertaken and forms part of the Environmental Statement.

The wind microclimate assessment has comprised a qualitative review of expected pedestrian level wind conditions, based on consideration of the massing and exposure of the development in conjunction with long-term wind statistics applicable to the site.

The application site is sheltered at low level from prevailing southerly winds and conditions, both within the site and in the immediate surrounding area, are expected to be suitable for current activities.

Upon completion, the proposed scheme will be exposed to stronger west-south-westerly winds and, at mid-to-upper levels, to prevailing southerly winds.

However, the modest height of the proposed scheme and its proximity to the railway viaduct on the south side is expected to limit the potential for accelerated pedestrian level winds. As a result, pedestrian level wind conditions in and around the site are expected to remain rated as safe for all users.

In terms of pedestrian comfort, wind conditions are expected to be suitable for at least leisurely strolling and thus for pedestrian access to and passage through the proposed scheme. Away from building corners, conditions are further expected to be suitable for short periods of standing or sitting.

The main entrances to the proposed scheme are expected to generally enjoy suitable conditions for pedestrian ingress/egress.

The proposed scheme is not expected to have any significant effect on the suitability of wind conditions within the surrounding area and ongoing development of the wider St John's landscaping proposals is expected to alleviate potential cumulative effects of the proposed scheme and future developments.

(c) Air Quality

An Air Quality Assessment has been prepared as part of the Environmental Statement. The Assessment considers the impact of the proposed scheme on local air quality and its subsequent effect on sensitive locations, such as residential properties and educational facilities.

Manchester City Centre falls within an Air Quality Management Area (AQMA), which was declared by Manchester City Council as annual average nitrogen dioxide levels exceeded air quality limits set through national legislation. Monitoring of air quality levels in the City Centre demonstrates a downward trend (improvement).

Modelling of the changes in traffic volumes as a result of the proposed scheme demonstrates that it will result in relatively small changes in air quality in relation to sensitive receptors and a negligible impact.

A range of mitigation measures, following best practice guidelines have been identified for incorporation into the construction methodology to minimise the generation of dust and its release from the Site.

The adoption of strategic and sustainable transport practices as part of the proposed Travel Plan will provide reductions in vehicular emissions associated with the proposed scheme.

(d) Noise

A Noise and Vibration Assessment has been undertaken and is in the Environmental Statement. The Assessment considered the potential impacts from demolition and construction activity, performances, building services plant, deliveries and servicing and traffic generated by the proposals.

It also considers the likely significant effects of noise and vibration arising during demolition and construction and the permanent conditions once the proposed scheme is operational.

The following impacts have been considered:

- Construction noise and vibration, including traffic on public roads.
- Noise from events within the proposed scheme.
- Building services plant.
- Deliveries and loading.
- Road traffic generated by the proposed scheme when in use.
- Noise from audience members approaching and leaving the proposed scheme

The closest sensitive receptors that have been identified and assessed are: residential buildings (including the Castlefield Hotel) in Liverpool Road, residences in Lower Byrom Street and the Marriott Hotel in Water Street; and MSI. In addition, development of the wider St John's Masterplan area will include further residential buildings to be located closer to the proposed scheme than any of the existing residential buildings.

Construction noise and vibration has been assessed by reference to British Standard BS5228, which provides methods for predicting noise (in Part 1) and vibration (in Part 2) and for assessing their impacts and effects.

No significant effect of noise or vibration is predicted to the residential buildings, including hotels, in the vicinity of the proposed scheme. Local mitigation of the temporary impacts of construction noise and vibration are required to minimise residual effects at MSI and avoid any damage to MSI's collections. There is a temporary significant effect from construction noise identified at the 1830 Warehouse.

Noise from events within the proposed scheme would be controlled by design of the building envelope. Noise impacts have been considered in relation to the proposed new residential buildings (part of the St John's Masterplan development) that would be closer to the proposed development than any of the existing dwellings. Control of low frequency ('bass') noise is part of this design requirement and would ensure no adverse effect of music noise.

Events held outdoors within the public realm would be managed in accordance with a detailed Event Management Plan to control noise impacts at the proposed new residential buildings. Consequently, surrounding dwellings should be protected from the adverse effects of event noise. Building services noise would be controlled through design and noise limits to ensure that adverse impacts are avoided.

Noise from deliveries and loading of equipment associated with productions at the proposed scheme would be minimised by use of a fully enclosed service yard. The truck lift would also be fully enclosed acoustically to prevent noise breakout. Day-to-day deliveries, such as food and beverages, would be via smaller service bays and are expected to be limited to normal city centre delivery hours.

Noise from visitors would be minimised as far as practicable through the use of the Event Management Strategy, which is submitted with the application and would be secured via a planning condition.

There would be no significant permanent residual effects of noise and vibration as a consequence of the proposed scheme.

(e) Waste

A Waste and Servicing Strategy has been prepared in accordance with GD04 'Waste Storage and Collection Guidance for New Developments' and is submitted in support of the application. The document sets out the procedures for servicing the site, including for waste collections, based on the anticipated demand for deliveries and typical waste generation.

The proposals can adequately accommodate the waste and servicing demands generated by the proposals through an appropriate management strategy. The level of traffic generated by the waste and servicing requirements will not have a negative impact on the surrounding highway network.

(f) Ventilation

A Ventilation Statement has been submitted to ensure that the Part F of the building regulations are met and that the air quality and occupant comfort within the buildings is satisfactory. Any negative impact of the ventilation systems has been mitigated by:

- Ensuring all ventilation systems do not exhaust onto any neighbouring buildings or locations where people are likely to be present. This is typically by exhausting at roof level where possible.
- Ensuring carbon filtration is used in all kitchen exhaust systems to mitigate potential odours.
- Installing noise attenuation equipment on ventilation plant in order to comply with the acoustic criteria.
- Ensuring boiler flues terminate above or away from any nearby building openings.

Television Reception

A Baseline Television Signal Survey and Television Reception Impact Assessment has been carried out. This details the likely impact of the development on nearby television reception signals and measures required to mitigate the impact on nearby properties.

The Assessment highlights that impact as a result of the proposed scheme is unlikely and it is expected that Factory would have a neutral effect upon the reception of television broadcast services for local residents.

Therefore, no pre or post-construction mitigation measures are required and no interference is expected for the reception of any television broadcast platform.

Full Access and Inclusive Design

The proposed scheme provides a safe, legible, high quality environment that would be easily used by a wide range of people without undue effort, special treatment or separation.

The overall approach to the design would exceed the minimum access standards as required by Manchester City Council Core Strategy Policies (CC2, EN9, EN10 and EN11) and Buildingg Regulations Part B.

Full details of the approach to Access are set out within the Access Statement.

Crime and Disorder

A Crime Impact Statement has been prepared by Greater Manchester Police. The Statement explains how the proposed design may contribute to, or mitigate against, crime and anti-social behaviour. It concludes that major design changes are not required for this project after being assessed using the principles of 'Crime Prevention through Environmental Design' (CPTED), which was conducted to reveal any opportunities for crime and the fear of crime.

The scheme has been assessed by Greater Manchester Police's 'Design for Security' team in relation to its safety and security credentials. The report notes the positive elements of the scheme which will incorporate measures to improve safety and security through its design. Details would be dealt with by condition.

Ecology and Biodiversity

An Ecological Survey and Assessment (including Bat Survey) has confirmed that the proposals would have no adverse effect on statutory or non-statutory designated sites for nature conservation. No habitats within the site are Priority Habitat. No habitats within the site are species-rich or examples of natural or semi-natural habitats.

The landscape planting (comprising ornamental tree and shrub planting) is of 'site' value only, as it provides some diversity of habitat within a surrounding area typified by hard standing. Virginia Creeper and Montbretia, both invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended), are present within the site. Guidance on their control and management would be incorporated into the delivery of the proposed scheme.

There are no signs of protected species within the Site. The ornamental planting and buildings are suitable for use by breeding birds and measures for the protection of breeding birds would be incorporated into the delivery of the proposed scheme.

The Survey confirms that removal of four trees on site is required to facilitate the proposed scheme. Based on the defects and maintenance burden of the trees, their removal can be mitigated by new tree planting as part of a landscape scheme.

Replacement tree planting details will be provided within the Public Realm Strategy. It is proposed that the final amount, type and detail of tree planting is agreed via a planning condition.

Contaminated Land and Impact on Water Resources

The proposed scheme is supported by Ground Engineering Desk Study Reports and limited intrusive site investigation. These assess the baseline ground conditions for the Site, potential impacts of the proposed scheme and mitigation measures required to manage the risk of contamination during construction.

Based on the application site history, it is not considered that the ground conditions pose any significant risks to future users of the proposed scheme, providing suitable mitigation measures are undertaken and any 'hot spots' which may be identified during construction works are removed.

This may include provision of appropriate 'clean cover' in proposed soft landscaping areas and will be based on further intrusive site investigation to be undertaken in advance of development.

Impacts associated with ground gas such as methane or carbon dioxide would be mitigated by the provision of appropriate gas protection measures in accordance with best practice guidelines.

The Site is considered to be suitable for commercial use with appropriate mitigation measures as outlined.

Concentrations of pollutants in the soils on Site are considered to pose a minor risk to human receptors and their property during construction, assuming appropriate health and safety controls are implemented.

In general, the use of mitigation measures such as standard construction procedures means that the risks to groundwater during the construction and operational stages can be considered to be minor to negligible. Health impacts associated with the inhalation of ground gases, if any, will be mitigated by the provision of appropriate gas protection measures in accordance with best practice guidelines.

Flood Risk

The report concluded that as there has been no historical record of flooding at the site from sewers, highway drainage, overland flow or groundwater, no detailed flood analysis is required for the development site.

A Flood Risk Assessment and Drainage Strategy has been prepared. The Assessment has been undertaken in consideration of the proposals for the wider St. John's development and presents a holistic strategy for drainage.

The Site is located within Flood Zone 2. As the proposed scheme's use is classified as less vulnerable, the development classification is compatible with the Flood Zone.

Flood risk is categorised as follows:

- Fluvial – Medium, mitigated to low.
- Pluvial/Surface Water – low.
- Sewers – low.
- Groundwater – low.
- Other (Reservoirs & Canals) – low.

The Manchester SFRA contains a review of the known historic flood events, none of which has affected the Site.

There are two drainage strategies currently under development for the proposed development: Details of surface water management will be secured by condition.

Event Management Strategy

An Event Management Strategy has been prepared in support of the proposals. Given the scale of the development, the types of cultural events that will take place at Factory, and the future plans for St John's, it is essential that a strategy is in place to both enhance visitor experience and mitigate the potential effects on the residents and businesses within the local neighbourhood. It covers the following topics:

- Types of event and capacity;
- Hours of use;
- Admissions to events;
- Audience management strategies;
- Transport strategies;
- Noise control measures;
- Security measures;
- Facilities management including waste management; and,
- Template Event Management Plan.

The measures within the Event Management Strategy would be further developed and implemented by the operator and its management team in co-ordination with Manchester City Council and the St. John's Management Company. This is aimed to ensure that Factory is managed to avoid potential adverse impacts on the amenity of local residents. A condition is proposed to cover the detail.

Consultee and Objectors' comments

It is considered that the majority of the grounds of objection have been addressed in the main body of this report.

Conclusion

Planning permission is sought for Factory, a new 13,500 sq. m. ultra-flexible cultural venue in the St John's area of Manchester city centre and Castlefield Conservation Area. Factory would provide a high quality, ultra-flexible cultural space in St John's, one of the City Council's key regeneration areas. It would create new employment

opportunities, support the strategic objectives of St John's and contribute to the city centre's on-going regeneration and economic growth.

It is considered that the proposed uses are acceptable and an appropriate response to national and local planning policy. The proposed scheme is a highly accessible location for public transport and would fulfil an important role in a major new cultural facility in the City Centre. The application site is considered to be an appropriate site for this type and size of building. The proposed scheme is a unique, high quality design of its time.

It is acknowledged that the proposal could cause some harm to the settings of the nearby listed buildings, but that this would be less than substantial harm. Having considered very carefully all relevant matters, including the requirements set out in the 1990 Planning (Listed Buildings and Conservation Areas) Act, it is considered that the harm to those settings is outweighed by the public benefits that the proposal would bring. This includes economic regeneration and growth, new employment and an improved environment on Water Street.

It is considered that the exceptional quality and design of the proposed scheme, the enhancement to the surrounding townscape and the substantial public benefits delivered will mitigate against any instances of adverse harm and will sustain the heritage values of the heritage assets.

The proposed scheme is accordance with the adopted St John's Strategic Regeneration Framework, which identifies that Factory will be a new kind of large scale venue that captures the extraordinary creative vision and depth of Manchester's cultural and creative ecosystem, with the partnerships, production

capacity and technical sophistication to present innovative contemporary work year-round as a genuine cultural counterweight to London.

The proposals will make an important contribution to the objectives of the Northern Powerhouse, helping the north to rival the economic strength of London, by making Manchester an even more attractive place to live and invest.

In conclusion, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities, including the Adopted Core Strategy, the City Centre Strategic Plan and the Community Strategy. It is also in accordance with the national planning policies contained within the National Planning Policy Framework and should be approved.

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 the right to a fair hearing and to this end the Committee 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 Head 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 of the application 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.

Recommendation

i) Application ref no 114294/VO/2016/C1 APPROVE

ii) Listed building consent Application ref no 114370/LO/2016 APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. Officers held pre-application discussions with the applicant to establish the in-principle acceptability of the proposed development. Also, officers worked with the applicant during the planning application process to deal with comments raised by consultees.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application reference 114294/VO/2016/C1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

Recommended conditions for 114294/VO/2016/C1

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:

Planning Application Drawings

Drawing Number	**Drawing Name**
MF-OMA-XX-XX-DR-A-01_001 Rev P0	EXISTING SITE PLAN
MF-OMA-XX-XX-DR-A-01_002 Rev P0	RED LINE PLAN
MF-OMA-XX-XX-DR-A-01_004 Rev P0	DEMOLITION PLAN
MF-OMA-XX-RF-DR-A-01_005 Rev P0	PROPOSED ROOF PLAN
MF-OMA-XX-GF-DR-A-01_006 Rev P0	PROPOSED GROUND FLOOR PLAN
MF-OMA-XX-GF-DR-A-10_100 Rev P0	PROPOSED GROUND FLOOR PLAN
MF-OMA-XX-L1-DR-A-10_110 Rev P0	PROPOSED LEVEL 01 PLAN
MF-OMA-XX-L2-DR-A-10_120 Rev P0	PROPOSED LEVEL 02 PLAN
MF-OMA-XX-L3-DR-A-10_130 Rev P0	PROPOSED LEVEL 03 PLAN
MF-OMA-XX-L4-DR-A-10_140 Rev P0	PROPOSED LEVEL 04 PLAN
MF-OMA-XX-L5-DR-A-10_150 Rev P0	PROPOSED LEVEL 05 PLAN
MF-OMA-XX-L6-DR-A-10_160 Rev P0	PROPOSED LEVEL 06 PLAN
MF-OMA-XX-L7-DR-A-10_170 Rev P0	PROPOSED LEVEL 07 PLAN
MF-OMA-XX-RF-DR-A-10_180 Rev P0	PROPOSED ROOF PLAN
MF-OMA-XX-GF-DR-A-12_101	PROPOSED GROUND FLOOR – EXTENT OF

	COVERED AREA
MF-OMA-XX-XX-DR-A-16_010 Rev P0	SECTION AA EAST-WEST SECTION
MF-OMA-XX-XX-DR-A-16_020 Rev P0	SECTION BB EAST-WEST SECTION
MF-OMA-XX-XX-DR-A-16_030 Rev P0	SECTION YY NORTH SOUTH SECTION
MF-OMA-XX-XX-DR-A-16_040 Rev P0	SECTION ZZ NORTH SOUTH SECTION
MF-OMA-XX-XX-DR-A-18_010 Rev P0	PROPOSED NORTH ELEVATION
MF-OMA-XX-XX-DR-A-18_020 Rev P0	PROPOSED EAST ELEVATION
MF-OMA-XX-XX-DR-A-18_030 Rev P0	PROPOSED SOUTH ELEVATION
MF-OMA-XX-XX-DR-A-18_040 Rev P0	PROPOSED WEST ELEVATION
MF-OMA-XX-XX-DR-A-20_020 Rev P0	NORTH TOWER ELEVATIONS
MF-OMA-XX-XX-DR-A-20_030 Rev P0	SOUTH TOWER ELEVATIONS
MF-OMA-XX-XX-DR-A-20_040 Rev P0	WAREHOUSE ELEVATIONS
MF-OMA-XX-XX-DR-A-20_050 Rev P0	WAREHOUSE ELEVATIONS
MF-OMA-AR-XX-DR-A-94_000 Rev P1	BUILDING CONSENT BOUNDARY LEVEL 2
MF-OMA-AR-XX-DR-A-94_001 Rev P0	BUILDING CONSENT BOUNDARY GROUND FLOOR
MF-OMA-AR-GF-DR-A-94_103 Rev P1	LEVEL 2- DEMOLITION FLOOR PLAN
MF-OMA-AR-GF-DR-A-94_104 Rev P1	GROUND FLOOR – DEMOLITION FLOOR PLAN
MF-OMA-AR-GF-DR-A-94_105 Rev P1	LEVEL 2- PROPOSED FLOOR PLAN
MF-OMA-AR-GF-DR-A-94_107 Rev P1	GROUND FLOOR – PROPOSED FLOOR PLAN
MF-OMA-AR-GF-DR-A-94_201 Rev P1	CEILING PLAN EXISTING
MF-OMA-AR-GF-DR-A-94_202 Rev P1	CEILING PLAN PROPOSED
MF-OMA-AR-GF-DR-A-94_300 Rev P1	SECTIONS DEMOLITION, PROPOSED
MF-OMA-AR-GF-DR-A-94_400 Rev P1	SECTIONS – ELEVATIONS DEMOLITION, PROPOSED
MF-OMA-AR-GF-DR-A-94_410 Rev P1	ARCH 1 INTERNAL ELEVATIONS
MF-OMA-AR-GF-DR-A-94_420 Rev P1	ARCH 2 INTERNAL ELEVATIONS
MF-OMA-AR-GF-DR-A-94_430	ARCH 3 INTERNAL ELEVATIONS

Rev P1		
MF-OMA-AR-GF-DR-A-94_440	ARCH 4	INTERNAL ELEVATIONS
Rev P1		
MF-OMA-AR-GF-DR-A-94_450	ARCH 5	INTERNAL ELEVATIONS
Rev P1		
MF-OMA-AR-GF-DR-A-94_460	ARCH 6	INTERNAL ELEVATIONS
Rev P1		
MF-OMA-AR-GF-DR-A-94_470	ARCH 7	INTERNAL ELEVATIONS
Rev P1		
MF-OMA-AR-GF-DR-A-94_480	ARCH 8	INTERNAL ELEVATIONS
Rev P1		
MF-OMA-AR-GF-DR-A-94_500	ARCH INFILL TYPICAL DETAILS	
Rev P1		
034933-SKS057R1	VIADUCT WATERPROOF MEMBRANE	
MF-BHE-XX-XX-DR-S-17_632	TYPICAL SUPERSTRUCTURE DETAILS	
REV P02	SHEET 2	
MF-BHE-AR-GF-DR-S-11_103	GROUND FLOOR ARCHES STRUCTURAL	
REV P03	GENERAL ARRANGEMENT	
MF-BHE-WH-L2-DR-S-11_123	LEVEL 02 ARCHES STRUCTURAL GENERAL	
REV P01	ARRANGEMENT	
XX_200	FACTORY PUBLIC REALM KEY PLAN	
MF-OMA-AR-XX-DR-A-94_000	BUILDING CONSENT BOUNDARY LEVEL 2	
Rev P1		
MF-OMA-AR-XX-DR-A-94_001	BUILDING CONSENT BOUNDARY GROUND	
Rev P0	FLOOR	
MF-OMA-AR-GF-DR-A-94_103	LEVEL 2- DEMOLITION FLOOR PLAN	
Rev P1		
MF-OMA-AR-GF-DR-A-94_104	GROUND FLOOR – DEMOLITION	
Rev P1		
MF-OMA-AR-GF-DR-A-94_105	LEVEL 2- PROPOSED FLOOR PLAN	
Rev P1		
MF-OMA-AR-GF-DR-A-94_107	GROUND FLOOR – PROPOSED FLOOR	
Rev P1	PLAN	
MF-OMA-AR-GF-DR-A-94_201	CEILING PLAN EXISTING	
Rev P1		
MF-OMA-AR-GF-DR-A-94_202	CEILING PLAN PROPOSED	
Rev P1		
MF-OMA-AR-GF-DR-A-94_300	SECTIONS DEMOLITION, PROPOSED	
Rev P1		
MF-OMA-AR-GF-DR-A-94_400	SECTIONS – ELEVATIONS DEMOLITION,	
Rev P1	PROPOSED	
MF-OMA-AR-GF-DR-A-94_410	ARCH 1	
Rev P1		
MF-OMA-AR-GF-DR-A-94_420	ARCH 2	
Rev P1		
MF-OMA-AR-GF-DR-A-94_430	ARCH 3	
Rev P1		
MF-OMA-AR-GF-DR-A-94_440	ARCH 4	
Rev P1		
MF-OMA-AR-GF-DR-A-94_450	ARCH 5	

Rev P1		
MF-OMA-AR-GF-DR-A-94_460 Rev P1	ARCH 6	INTERNAL ELEVATIONS
MF-OMA-AR-GF-DR-A-94_470 Rev P1	ARCH 7	INTERNAL ELEVATIONS
MF-OMA-AR-GF-DR-A-94_480 Rev P1	ARCH 8	INTERNAL ELEVATIONS
MF-OMA-AR-GF-DR-A-94_500 Rev P1	ARCH INFILL TYPICAL DETAILS	
034933-SKS057R1	VIADUCT WATERPROOF MEMBRANE	
MF-BHE-XX-XX-DR-S-17_632 REV P02	TYPICAL SUPERSTRUCTURE DETAILS SHEET 2	
MF-BHE-AR-GF-DR-S-11_103 REV P03	GROUND FLOOR ARCHES STRUCTURAL GENERAL ARRANGEMENT	
MF-BHE-WH-L2-DR-S-11_123 REV P01	LEVEL 02 ARCHES STRUCTURAL GENERAL ARRANGEMENT	

Planning Statement prepared by Deloitte
Heritage Statement prepared by Heritage Architecture
Design and Access Statement prepared by OMA.
Public Realm Strategy prepared by OMA
Access Statement prepared by David Bonnett Associates.
Statement of Consultation prepared by Deloitte.
Environmental Standards Statement prepared by Buro Happold.
Energy Statement prepared by Buro Happold.
BREEAM Pre-Assessment prepared by Buro Happold.
Framework Travel Plan prepared by Vectos.
Construction Method Statement prepared by Laing O'Rourke.
Crime Impact Statement prepared by Greater Manchester Police.
Servicing and Waste Management Strategy prepared by Vectos.
Ventilation Strategy prepared by Buro Happold.
Television Reception Survey prepared by G-Tech Surveys.
Tree Survey prepared by Indigo Surveys.
Archaeological Desk Based Assessment prepared by Salford Archaeology.
Ecological Assessment and Bat Survey prepared by ERAP.
Sunlight and Daylight Assessment prepared by Watts
Event Management Strategy prepared by Deloitte.
Structural Investigation Survey prepared by Buro Happold.
Environmental Impact Assessment, including:

Volume 1 (Technical Chapters):
Introductory Chapters prepared by Deloitte
Townscape and Visual Impact prepared by Chris Burnett Associates.
Historic Environment prepared by Heritage Architecture.
Air Quality prepared by Hilson Moran.
Noise and Vibration prepared by Arup.
Wind prepared by urban Microclimate.
Transport prepared by Vectos.
Ground Conditions prepared by Buro Happold.
Water Resource prepared by RoC.
Volume 2 (Technical Appendices)

Non-Technical Summary.

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.

3) No materials proposed on any of the external elevations shall be installed on-site until the samples and specifications of these materials, along with jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management have been submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

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) Notwithstanding the details submitted with the application, before first occupation of the development, full details of all the proposed temporary and permanent public realm surface treatment, paving, street furniture, lighting, artworks and tree planting within the red line boundary of the application site and referred to in the Public Realm Strategy December 2016 and Factory Public Realm Plan Number XX_200, shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the proposed scheme hereby approved is first occupied.

If within a period of two years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason: In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to the Guide to Development and policy DM1 of the Core Strategy.

5) Before the first occupation of the development, full details of the proposed signage shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To protect the visual amenity of the area and to ensure the development is carried out in a satisfactory manner pursuant to policy DM1 of the Core Strategy.

6) Before first occupation of the development, the development hereby approved shall include a building lighting scheme during the period between dusk and dawn. Full details of such a scheme, including details of the proposed feature art and light installations within the undercroft of the building and how the impact on occupiers of

nearby properties will be mitigated, should be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved scheme.

Reason: In the interests of amenity, crime reduction and the personal safety of those using the proposed development, pursuant to policy E3.3 of the Unitary Development Plan for the City of Manchester DM1 of the Core Strategy.

7) The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 and the physical security specifications listed in sections 4 & 5 of the appendices of the submitted Crime Impact Statement dated (04/10/2016 – URN: 2016/0543/CIS/01 Version A). The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason: To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy.

8) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason: In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

9) Before first occupation of the development, a servicing management plan, including a schedule of loading and unloading locations and times, must be been submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved plan.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM1 of the Core Strategy

10) The approved Construction Management Plan shall be updated to include the additional details prior to commencement of construction works, which does not include demolition, and be submitted to and approved in writing by the City Council as Local Planning Authority.

The detailed Construction Management Plan shall include details of the following:

- Phasing and quantification /classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept path assessment of satisfactory routeing both within the site and on the adjacent highway;
- Contractor parking and ongoing construction works in the locality; and
- The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete.

- Particular attention must be paid to the impact of vibration on the Museum of Science and Industry (identified as a sensitive receptor).

The approved CMP shall be adhered to throughout the construction period.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG).

11) The wheels of contractors' vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to works commencing on site.

Reason: In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

12) Before development commences, a local labour agreement relating to the construction phase of development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place for the duration of the construction phase of the development
.
Reason - To safeguard local employment opportunities, pursuant to pursuant to policies EC1 of the Core Strategy for Manchester.

13) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with Written Schemes of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSIs shall cover the following:

- a phased programme and methodology of investigation and recording to include:

    - archaeological evaluation through trial trenching (to be undertaken according to the WSI prepared by Salford Archaeology dated 24/11/2016)
    - informed by the above, more detailed targeted excavation and historic research (subject of a new WSI)

- A programme for post investigation assessment to include production of a final report on the significance of the below-ground archaeological interest.

- Deposition of the final report with the Greater Manchester Historic Environment Record.

- A scheme for disseminating the history and archaeology of the site.

- Provision for archive deposition of the report and records of the site investigation.

- Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and Section 12, Paragraph 141 of the National Planning Policy Framework.

14) Any proposed piling or penetrative foundation extractions should be subject to a suitable Geo-environmental Piling Risk Assessment in accordance with current guidance and best practices. These assessments should pay particular attention to risks posed toward surface and groundwater quality with respect to any sources of contamination identified across the site. Any mitigation measures identified by the risk assessment shall be implemented as part of the works.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

15) Before the first occupation of the development, a Full Travel Plan must be provided. This should include details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority.

It should include details on locations and numbers for blue badge parking and coach drop off/pick up, coach parking. Information relating to preferred car parks for visitors, combined ticket and tram/train/car park passes should be offered and how this will be communicated. It should set out how parking will be marshalled and managed effectively on event days. It should confirm: spaces to accommodate electric vehicle charging; on street and off street visitor pick up and drop off; and locations for private vehicles.

The Travel Plan shall be fully implemented thereafter, and shall be kept in operation at all times.

b) The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented.

Reason: In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

16) The development shall be operated in accordance with the approved Event Management Plan. Notwithstanding the details set out in the approve Event Management Strategy, an updated version of that Strategy shall be submitted to and

approved in writing by the City Council as local planning authority before the use commences.

It should include the information contained in Condition 15 as well as details of the operational hours, event schedules including the number and types of event being held and the timing of these events, dispersal routes and how conflicts with other venues will be managed. It should set out the agreed approach to servicing hours and servicing within the public realm.

Reason - to ensure that the detail and operation of the development is acceptable to the City Council as local planning authority in the interests of the amenities of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

17) Should kitchens be installed, fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted for each unit and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented before the use commences.

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.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to policy DM1 of the Core Strategy

18) If the ground floor commercial units are to be used for A3 or A4 Use Classes, they shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences and should consider the impact of the use of the ground floor commercial units in relation the other noise sensitive locations including the office space above.

Where entertainment noise is proposed the L_{Aeq} (entertainment noise) shall be controlled to 10dB below the L_{A90} (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policy DM1 of the Core Strategy

19) Externally mounted ancillary plant and equipment shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating

level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

Reason - To minimize the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policy DM1 of the Core Strategy.

20) Deliveries, servicing and collections including waste collections from the Water Street loading bays and Factory Servicing Yard servicing access shall not take place outside of 0700 and 1100 Monday to Saturday and 1000 to 1100 Sundays and Bank Holidays, with the exception of:

Limited additional deliveries and servicing to the Water Street loading bays and Factory Servicing Yard servicing access that may take place between 1500 and 1800 subject to confirmation of the type and frequency of activity to be agreed via the submission and approval in writing by Manchester City Council of a Servicing Management Plan in accordance with Condition 9; and,

Deliveries and takedowns associated with events and performances utilising the truck lifts, which shall be able to take place at extended times to be agreed via the submission and approval in writing by Manchester City Council of an updated Event Management Strategy in accordance with Condition 17 and Servicing Management Plan in accordance with Condition 9. Any extended servicing hours will be subject to the following operational strategy / limitations:

I. Personnel to utilise two-way radios or similar to prevent noise disturbance from raised voices.

II. No reversing beepers to be used for vehicles. All vehicles to be safely reversed into location using banksmen.

III. All engines to be switched off during loading/ unloading

IV. No cab radios to be operated during specified hours

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

21) Foul and surface water shall be drained on separate systems.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy, the National Planning Policy Framework and National Planning Practice Guide.
22) Prior to the development commencing, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with

evidence of an assessment of the site conditions, shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge directly to the public sewerage system. The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy, the National Planning Policy Framework and National Planning Practice Guide.

23) Prior to the development commencing, a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the Local Planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

a. The arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by The St. John's Management Company; and
b. Arrangements concerning appropriate funding mechanisms for its ongoing maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as ongoing inspections relating to performance and asset condition assessments, operation costs, regular maintenance, remedial woks and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policy DM1 of the Core Strategy, the National Planning Policy Framework and National Planning Practice Guide.

Informatives

1) Construction Works

Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm

- Sunday / Bank holidays: No work

If the development is to involve noisy construction works for a prolonged period the applicant is requested to contact Environmental Health to discuss the nature of the construction phase. The reasoning behind this is to establish a site contact and discuss appropriate working times etc.
Contact: Manchester City Council, Environmental Health, Hammerstone Road, Gorton, Manchester, M18 8EQ Tel: 0161 234 5004, email: contact@manchester.gov.uk

2) Licensing

The applicant should be aware that under the Licensing Act 2003 the carrying on of a licensable activity (this includes the provision of late night refreshment between 23.00 - 05.00, supply of alcohol, music, dancing, plays, films and indoor sporting events) on or from premises requires a premises licence from Manchester City Council as Licensing Authority. Information regarding premises licence can be obtained from:

The Licensing Unit, Manchester City Council, PO Box 271, Manchester M18 8YU. Tel: 0161 234 5004 or e-mail premises.licensing@manchester.gov.uk

3) Fumes

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B). Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69280/pb10527-kitchen-exhaust-0105.pdf

4) Waste & Recycling

Further information is available at:
http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy

5) Stopping Up a Highway

It is recommended that the applicant contacts the City Council's Capital Programmes and Property team to discuss the proposed stopping up of Hampson Street to provide fire exit stairs relating to the development.

6) Section 278 Agreement

New vehicular access will be provided along Grape Street through the newly designed Festival Square between Lower Byrom Street one way to Water Street. The

proposed access layout and has been assessed to ensure that it is suitable for buses and service vehicles. All of the works required to achieve the new access should be undertaken via a Section 278 agreement, to be funded by the applicant.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
City Centre Renegeration
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Castlefield Forum
Network Rail
Salford City Council
Environment & Operations (Refuse & Sustainability)
Travel Change Team
United Utilities Water PLC
Canal & River Trust
Wildlife Trust
Greater Manchester Geological Unit
The Theatres Trust

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Museum of Science and Industry

Recommendation 114370/LO/2016 APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. Officers held pre-application discussions with the applicant to establish the in-principle acceptability of the proposed development. Also, officers worked with the applicant during the planning application process to deal with comments raised by consultees.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 114370/LO/2016 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

Recommended Conditions for 114370/LO/2016

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:

MF-OMA-AR-XX-DR-A-94_000 Rev P1	BUILDING CONSENT BOUNDARY LEVEL 2
MF-OMA-AR-XX-DR-A-94_001 Rev P0	BUILDING CONSENT BOUNDARY GROUND FLOOR
MF-OMA-AR-GF-DR-A-94_103 Rev P1	LEVEL 2- DEMOLITION FLOOR PLAN
MF-OMA-AR-GF-DR-A-94_104 Rev P1	GROUND FLOOR – DEMOLITION FLOOR PLAN
MF-OMA-AR-GF-DR-A-94_105 Rev P1	LEVEL 2- PROPOSED FLOOR PLAN
MF-OMA-AR-GF-DR-A-94_107 Rev P1	GROUND FLOOR – PROPOSED FLOOR PLAN
MF-OMA-AR-GF-DR-A-94_201 Rev P1	CEILING PLAN EXISTING
MF-OMA-AR-GF-DR-A-94_202 Rev P1	CEILING PLAN PROPOSED
MF-OMA-AR-GF-DR-A-94_300 Rev P1	SECTIONS DEMOLITION, PROPOSED
MF-OMA-AR-GF-DR-A-94_400 Rev P1	SECTIONS – ELEVATIONS DEMOLITION, PROPOSED
MF-OMA-AR-GF-DR-A-94_410 Rev P1	ARCH 1 INTERNAL ELEVATIONS
MF-OMA-AR-GF-DR-A-94_420 Rev P1	ARCH 2 INTERNAL ELEVATIONS
MF-OMA-AR-GF-DR-A-94_430 Rev P1	ARCH 3 INTERNAL ELEVATIONS
MF-OMA-AR-GF-DR-A-94_440 Rev P1	ARCH 4 INTERNAL ELEVATIONS
MF-OMA-AR-GF-DR-A-94_450 Rev P1	ARCH 5 INTERNAL ELEVATIONS
MF-OMA-AR-GF-DR-A-94_460 Rev P1	ARCH 6 INTERNAL ELEVATIONS
MF-OMA-AR-GF-DR-A-94_470	ARCH 7 INTERNAL ELEVATIONS

Rev P1		
MF-OMA-AR-GF-DR-A-94_480	ARCH 8	INTERNAL ELEVATIONS
Rev P1		
MF-OMA-AR-GF-DR-A-94_500	ARCH INFILL TYPICAL DETAILS	
Rev P1		
034933-SKS057R1	VIADUCT WATERPROOF MEMBRANE	
MF-BHE-XX-XX-DR-S-17_632	TYPICAL SUPERSTRUCTURE DETAILS	
REV P02	SHEET 2	
MF-BHE-AR-GF-DR-S-11_103	GROUND FLOOR ARCHES STRUCTURAL	
REV P03	GENERAL ARRANGEMENT	
MF-BHE-WH-L2-DR-S-11_123	LEVEL 02 ARCHES STRUCTURAL GENERAL	
REV P01	ARRANGEMENT	
XX_200	FACTORY PUBLIC REALM KEY PLAN	
MF-OMA-AR-XX-DR-A-94_000	BUILDING CONSENT BOUNDARY LEVEL 2	
Rev P1		
MF-OMA-AR-XX-DR-A-94_001	BUILDING CONSENT BOUNDARY GROUND	
Rev P0	FLOOR	
MF-OMA-AR-GF-DR-A-94_103	LEVEL 2- DEMOLITION FLOOR PLAN	
Rev P1		
MF-OMA-AR-GF-DR-A-94_104	GROUND FLOOR – DEMOLITION	
Rev P1		
MF-OMA-AR-GF-DR-A-94_105	LEVEL 2- PROPOSED FLOOR PLAN	
Rev P1		
MF-OMA-AR-GF-DR-A-94_107	GROUND FLOOR – PROPOSED FLOOR	
Rev P1	PLAN	
MF-OMA-AR-GF-DR-A-94_201	CEILING PLAN EXISTING	
Rev P1		
MF-OMA-AR-GF-DR-A-94_202	CEILING PLAN PROPOSED	
Rev P1		
MF-OMA-AR-GF-DR-A-94_300	SECTIONS DEMOLITION, PROPOSED	
Rev P1		
MF-OMA-AR-GF-DR-A-94_400	SECTIONS – ELEVATIONS DEMOLITION,	
Rev P1	PROPOSED	
MF-OMA-AR-GF-DR-A-94_410	ARCH 1	
Rev P1		
MF-OMA-AR-GF-DR-A-94_420	ARCH 2	
Rev P1		
MF-OMA-AR-GF-DR-A-94_430	ARCH 3	
Rev P1		
MF-OMA-AR-GF-DR-A-94_440	ARCH 4	
Rev P1		
MF-OMA-AR-GF-DR-A-94_450	ARCH 5	
Rev P1		
MF-OMA-AR-GF-DR-A-94_460	ARCH 6	INTERNAL ELEVATIONS
Rev P1		
MF-OMA-AR-GF-DR-A-94_470	ARCH 7	INTERNAL ELEVATIONS
Rev P1		
MF-OMA-AR-GF-DR-A-94_480	ARCH 8	INTERNAL ELEVATIONS
Rev P1		
MF-OMA-AR-GF-DR-A-94_500	ARCH INFILL TYPICAL DETAILS	

Rev P1	
034933-SKS057R1	VIADUCT WATERPROOF MEMBRANE
MF-BHE-XX-XX-DR-S-17_632 REV P02	TYPICAL SUPERSTRUCTURE DETAILS SHEET 2
MF-BHE-AR-GF-DR-S-11_103 REV P03	GROUND FLOOR ARCHES STRUCTURAL GENERAL ARRANGEMENT
MF-BHE-WH-L2-DR-S-11_123 REV P01	LEVEL 02 ARCHES STRUCTURAL GENERAL ARRANGEMENT

- Design and Access Statement by OMA
- Structural Investigation and Design Appraisal to Grade II Listed Arches by Buro Happold
- Construction Management Plan by Laing O'Roarke
- Heritage Statement by Stephen Levrant Heritage Architecture

3) No materials proposed on any of the external elevations shall be installed on-site until the samples and specifications of these materials, along with jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management have been submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

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) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with Written Schemes of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSIs shall cover the following:

- a phased programme and methodology of investigation and recording to include:
    - archaeological evaluation through trial trenching (to be undertaken according to the WSI prepared by Salford Archaeology dated 24/11/2016)
    - informed by the above, more detailed targeted excavation and historic research (subject of a new WSI)
- A programme for post investigation assessment to include production of a final report on the significance of the below-ground archaeological interest.
- Deposition of the final report with the Greater Manchester Historic Environment Record.
- A scheme for disseminating the history and archaeology of the site.

- Provision for archive deposition of the report and records of the site investigation.

- Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and Section 12, Paragraph 141 of the National Planning Policy Framework.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Council For British Archaeology
Georgian Group
Society For The Protection Of Ancient Buildings
Victorian Society
Historic England (North West)
Greater Manchester Archaeological Advisory Service
Twentieth Century Society
Ancient Monuments Society

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Historic England (North West)
Greater Manchester Archaeological Advisory Service

Relevant Contact Officer : Laurie Mentiplay
Telephone number : 0161 234 4536
Email : l.mentiplay@manchester.gov.uk