

Application Number	Date of Appln	Committee Date	Ward
119890/VO/2018	30th Apr 2018	26th Jul 2018	Deansgate Ward
119892/JO/2018			

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, removal of 4 trees, cycle parking and provision of new plant and associated works. Demolition of the Starlight Theatre, existing workshop and other structures and perimeter wall and alterations to the Grade II listed Colonnaded Railway Viaduct. (Amendment of application ref no 114294/VO/2016 approved in January 2017); and

Application to vary conditions 2 (Approved Dwgs) and 4 (Archaeology) attached to application ref no 114370 to reflect minor changes to the approved scheme including slight movement in location and reduction in number of penetrations to arches to deliver the structural solution; refinement of the internal layout arrangements and re-location of the potential link through the arch to the Museum of Science and Industry Estate.

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 Description and Planning History, Background and Context

The site was formerly part of ITV Granada Studios and is within the St. John's regeneration area. It is 1.8 hectares and includes a Grade II listed viaduct, the Starlight Theatre and some vacant former Granada structures.

It is bounded by the Bonded Warehouse and Grape Street to the east, The Museum of Science and Industry (MSI) which includes the 1830 Warehouse (Grade I listed) and Cast Iron Viaduct (Grade II) to the south east, Hampson Street, Water Street and Liverpool Road to the south with the River Irwell to the west. The Manchester and Salford Junction Canal, Marriott Hotel and Water Street are to the north and beyond these are Quay Street and Spinningfields.

The site contains the Grade II listed Colonnaded Railway Viaduct, and is in the Castlefield Conservation Area. There are several listed buildings nearby including

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 occupied by 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 which aims to establish a new residential, cultural and creative neighbourhood.

Planning Permission and Listed Building Consent (ref no's 114294/VO/2016 and 114370/LO/2016) were approved in January 2017 for the demolition of the Starlight Theatre, a workshop, other structures and the perimeter wall and the erection of a flexible arts and events space. This was to be used for theatre, music, dance, art, other performance and non-performance related events, exhibitions and conferences with ancillary facilities including retail exhibitions and conferences with ancillary facilities including retail and bar uses, offices, administrative and back of house functions, training and educational facilities. It also approved servicing and access arrangements, highways works, creation of new public realm, cycle parking and provision of new plant and associated works. Alterations were approved to the Grade II listed Colonnaded Railway Viaduct to accommodate structural elements associated with the new development, an entrance foyer and support facilities required for the new space.

Since then the design has been developed in consultation with a specialist consultancy team, contractors and Manchester International Festival (MIF). This has resulted in a number of changes and these applications reflect these amendments. The amendments require a new planning application, but the changes to the Listed Building Consent are being dealt with via a Variation of Conditions under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

The proposed amendments comprise a reduction in scale and shape of the theatre with outer skin of the theatre becoming more faceted and a reduced in capacity from 1600 to 1520. The orchestra pit would be redesigned and ocular window would be removed from the elevations to address operational and acoustic requirements. The truck lifts would become external to the Theatre and the layout of the foyer space would change. The number of penetrations to the arches in Grade II Listed Colonnaded Viaduct would be reduced with columns re-located.

The revised scheme would enable the delivery of this key part of the regeneration of the St John's Neighbourhood, reducing risks to the programme and ensuring in the long term it can be managed and maintained as a high quality arts and cultural facility.

A report to the Executive on 26 July 2017 provided an update on the progress made in delivering the scheme including funding and key milestones and confirmed that Manchester International Festival would operate the venue.

The Proposed Scheme

The applications seek consent to demolish the Starlight theatre and other buildings and structures, the restoration and reuse of the Grade II Listed Colonnaded Railway Viaduct and the erection of a building for performing arts to be known as The Factory Manchester. It could become the permanent home for the Manchester International Festival.

It would comprise four main elements: the theatre; the warehouse; back of house towers and; the foyer. There would be associated facilities such as retail, bar and cloakrooms, potential temporary or pop-up food and drink offers 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. 7,090. This is made up of 1,520 (sitting) or 2,090 (standing or sitting) in the theatre and 5,000 (standing) in the warehouse. These components could be used together or separately. The most unique aspect of this venue would be the flexibility that the building would provide between the performing and making spaces, allowing many different configurations and performance possibilities. There is no other comparable venue in the UK and such spaces are rare in the world, making it a very significant addition to the international cultural landscape.

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 building, the neighbourhood and visitors. 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 and Grape Street would be opened to the east as part of an 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 one-way vehicular access would be provided along Grape Street through the newly created Festival Square between Lower Byrom Street and Water Street. It would be suitable for buses and service vehicles.

There are 3,300 parking spaces within 10 minutes' walk and 5,500 spaces in 15 minutes' walk of the site and parking would not be provided on site. Five blue badge holder parking spaces have been identified along the southern side of Water Street, close to the main entrance. The bays would be public and controlled by traffic regulation orders. On rare occasions, there may be an event at the Factory which requires the bays to be temporarily relocated, advance notice would be given on-street and on-line and the bays would be relocated to Factory Square, close to the Factory entrance.

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.

Coach parking would be provided for as follows:

- Four new bays on New Elm Road, with four hour parking.
- Two bays on Water Street (southbound) to be time limited to 20 minutes.
- Two new bays on Deansgate.
- Two existing bays on Liverpool Road (west of Lower Byrom Street) time limited to 20 minutes.
- Two existing bays on Byrom Street time limited to 20 minutes between the hours of 8pm and 8am.
- Four existing bays on Quay Street time limited 20 minutes, used any time outside of traffic peak periods.

This would provide 14 bays during the daytime and 16 during the evening. The Factory management team would co-ordinate coach activity, including marshals, to minimise impact on local residents. Coaches would not pick-up or drop-off on Liverpool Road after 8pm. The coach parking spaces are outside the red line boundary of the application and the management of these would be enforced through associated Traffic Regulation Orders (TRO's) and a Travel Plan the implementation of which can be secured through a condition of any consent granted.

National Cycle Route 6 is next to the site providing a link to the strategic cycle network. 40 cycle spaces are proposed for visitors, with 20 employee cycle spaces. A cycle hub is proposed in the later phases of St Johns.

HGVs would access the lorry lifts by reversing in from Factory Square with a banksman, additional doors on the east side of Water Street would allow smaller vehicles to access the lorry lifts in a forward gear should the Square be used for an event.

Salford Central and Deansgate Railway Stations and the Deansgate-Castlefield Metrolink stop are nearby and provide excellent transport for staff and visitors. Taxi ranks would be provided adjacent to the main entrance 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.

Internal Layout and Use

The main space is the 5,000 capacity warehouse which 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. A double wall of moveable partitions would allow the warehouse to be subdivided into two separate spaces. The moveable partitions could provide black-out and/or an additional layer of acoustic protection to the exterior.

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

The theatre would be a more traditional performance space, with a targeted seating capacity of approximately 1,520 people. However, it could also be configured in multiple ways. The balcony would have fixed seating, with dedicated theatre foyers at its west side. The stalls could be removed or used within the warehouse, and allow for a standing audience of approximately 2,300 people.

The foyer and the spaces immediately outside would be open to the public throughout the day and evening, even when events there are no events taking place. The back of house towers would be adjacent to the Bonded Warehouse and contain back of house facilities including changing rooms and shower facilities, office space,

meeting rooms, costume rooms, kitchens, green rooms for performers, workshops and storage space.

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

The height is determined by the brief requirements and the buildings footprint. Ground level constraints mean that the warehouse footprint would be above the Grade II Listed Colonnaded Railway Viaduct, and would span over Water Street. Factory would 39m at its highest point, roughly equivalent to a 15 storey residential building.

Warehouse

The north and south façade would be made up of vertical linear bands of precast concrete to provide the required acoustic mass. 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.

Theatre

The form of the theatre is organic and conceptually is a shrink wrapped form that envelopes the internal arrangement of spaces and the primary structure. The theatre geometry requires materials that they can 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 a 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 appearance of the towers is informed by the historical industrial context and aims to create a "Factory" aesthetic. The elevation design is inspired by the work of Belgian photographic artist Filip Dujardin. It would be made up of corrugated metal rain-screen panels of different colours to provide a rich collage of colour and texture.

The office floor that spans the 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 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.

Open Space

Permanent public realm would be delivered as part of the development and further areas may be temporarily landscaped if future development plots within St. John's have not yet progressed.

The layout would not affect National Cycle Route 6, which passes over the new pedestrian bridge and along Water Street. There would be a 1:40 ramp from a new pedestrian bridge to Water Street. Network Rail's Ordsall Chord scheme defines the southern edge of the ramp with steps down towards the adjacent Zig Zag Arches. The design of the ramp and Factory Square would ensure that pedestrians and cyclists would benefit from the broader space provided by the new public realm.

An area of the former Hampson Street would have to be stopped up to facilitate an escape stair for Factory. There would continue to be 5.5m wide footpath on the ramp for pedestrians and cyclists and the ramp would be almost level with the Water Street footway providing more space.

Factory Square and Festival Square

A unified surface would link these areas with the foyer to create one contiguous area of public realm. The materials would be high quality and durable to withstand events and servicing traffic and moveable street furniture would delineate vehicular traffic across Festival Square. Street trees would soften the landscaping and create a green connection with St. John's.

Festival Square and Factory Square would be distinctive spaces associated with Factory but common elements would ensure that they integrate 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.

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.

Water Street would be narrowed to create a more pedestrian friendly environment and improve connectivity between Festival Square and Factory Square and would integrate with public realm scheme to the south within land currently owned by Network Rail.

As the wider area is designed to be cycle friendly, a cycle lane would not be provided on Water Street. Cyclists travelling along Water Street toward Liverpool Road would connect into the cycle route provided as part of the Ordsall Chord.

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.

Truck Lift

An enclosed truck lift would sit outside of the theatre. It would be constructed of concrete and clad in a durable expanded steel mesh. The theatre plant would also be located within the enclosure,

Existing Buildings

Colonnaded Railway Viaduct

The Grade II listed viaduct is significant due to the extent and survival of its structure and its historic interest. It has architectural interest through its group value in association with adjacent listed buildings and structures. The Viaduct was built in two phases and each side has different structural forms. The part of the viaduct structure that would be physically impacted by the proposals has a brick arch construction with closed round arches expressed on the north side.

Each side of the viaduct has a different uses. MSI uses the south side while the north side has until recently been used by ITV Granada for filming. These different uses have resulted in the structure being altered. 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 variation to the listed building consent would reduce the number of penetrations required for structural support from eight to five and the size would be reduced. The following minor additional physical impacts are also proposed to the Grade II listed Colonnaded Viaduct:

- Refurbishment of brick facade at the western most arches (9 and 10);
- Removal of an area of service trenches (arches 1-3);
- A new demise wall at opening to Bonded Warehouse;
- Removal of brickwork and insertion of lintel to arches 3 to 7;
- Removal of staircase, lift and enclosing partitions for access to the Starlight Theatre (Arch 4)

- Removal of demising concrete block between brick colonnade and MSI arches to the south and insertion of temporary partitions, now within Arch 4 rather than 5.

Additional physical interventions would be as sensitive and non-intrusive to the listed fabric as possible and as with the consented scheme 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. These buildings are to be demolished as part of the proposals.

Benefits of the proposal

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.

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 were notified. One objection was received from a member of the public. The letter states that:

Richard Leese stated that :

"Factory isn't going to just transform this unused corner of the city centre, it's going to further transform the way we see the world, and the way the world sees Manchester

The revamp of the impressive 'iceberg' design to the not-so-impressive 'gem' design is heartbreaking and compromises what was a watershed moment in terms of achieving an iconic building design and world class landmark within the city of Manchester.

From a layman's perspective the inevitable 'revamp' (aka scale down) it seems all too familiar practice for architecture firms to submit world class ambitious designs only to scale down the quality soon after. As this is such a huge project for our great city ("the biggest uk cultural centre project in the past 50 years") should we not make sure this once in a generation opportunity is done properly?

The City should demand that we get the world class standard we were promised rather than this lacklustre "redesign" and that a better design should be demanded as Manchester deserves only the very best.

They believe that the amendment to the application has downgraded the quality of the design whilst actually costing MORE (£1.65m) money due to "major design flaws"

Just because certain design and structural elements were miscalculated, this does not mean that the design needed to be revamped/downgraded so drastically to account for it. Surely a solution could be found which would achieve both world class acoustics AND world class aesthetics without such drastic compromise- especially if we are to pay more for it.

Ward Members (Deansgate) – A representation has been received from Councillor Davis who considers that the coach parking arrangements are far more satisfactory than the previous submission.

She raises concern about potential disturbance from large numbers of people leaving events in the early hours. She notes that the documents submitted recognise that some events may run on beyond the regular finishing time of 23.00 hours.

The recent launch promotes MIF but is also acting as a market testing exercise and a partner in this is The Warehouse Project (TWP). Whilst noting that WP does appear to be diversifying, its brand image, concerns are raised about their close association with Warehouse 'raves' and the potential disturbance from 5000 club goes leaving such events at say 4am.

A request for stronger guarantees that residents would not be disturbed in the early hours by such activities through the use of planning conditions is requested.

Manchester Conservation Areas and Historic Buildings Panel – Did not wish to be consulted on the amended scheme. Their previous comments were that 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 through 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.

Places Matters – Have commented on the revised design as follows:

In summary, Places Matter remains very supportive of the scale, nature and ambition presented by this level of cultural development for the City. The rationalisation benefits from the previous design were supported. The quality of the building materials, and their suitability in the environment, remain to be tested in the final detailed designs and ultimately in delivery.

Architecture

The rationalisation of the Theatre form was felt to be more successful than the previous iteration. The deliberate collision of the architectural objects – Theatre and Warehouse – produces an interesting juxtaposition, which the panel agreed added to the excitement of the proposition. The foyer is deep within the undercroft and there

was concern that this would allow very little natural daylight in to this important arrival space. The nature of the space in the under croft though could be a significant asset in terms of weather protection and the relationship between the foyer and this area should be carefully considered.

The choice of a single membrane for the Theatre skin was discussed in some detail. There was concern that this would require maintenance and cleaning to retain its appearance. The architectural detailing, for example the hidden internal guttering, will be key to ensuring the success of the choice of this material. You were encouraged to produce a large-scale mock of the membrane to test and resolve these issues, as well as to visit existing schemes to see how well they are performing in appropriate weather environments. This material will need meticulous detailing and the panel suggested 1:20 details should be submitted for planning.

The material choice of the pre-cast concrete for the Warehouse will also need meticulous design and delivery and the finishes will be critical, to avoid it becoming tired over time due to weathering effects. The panel noted the success of the Siemens building in south Manchester in this respect, but also that this requires regular cleaning to maintain its high level of appearance.

The panel enjoyed the playfulness of the service tower elevations and the relationship to the existing heritage assets. It was agreed that the interface and mix of materials would be a priority consideration, in creating the transition between this proposal and the wider St John's development.

The level one plan and the arrival and dispersal of the 1500 or so patrons was discussed. The panel remained concerned about the single stair and single lift arrangements for this volume of people, but were assured that this had been modelled and a proposed reversible escalator would also be in use.

The interaction between Factory and the MOSI remains to be fully resolved. You noted that the desire to create a special exhibitions gallery for MOSI would enable the better integration of the two facilities, alongside the wider mutual aspiration for a 'borderless' visitor realm. The panel supported this principle, though it was not able to comment in any detail, as no specific plans or drawings were available to show these intentions.

Public Realm

The nature of the site and the scale of the buildings will continue to present challenges to the external spaces, particular in relation to the under croft area and Water Street. The form and lighting of this space will be critical and the panel were keen for you to fully realise the light filled and joyous approach shown in the CGIs that you presented. The intention for light to emerge from the foyer and for artists to be engaged to animate the space were noted and supported.

The final form and lighting will be critical. It is hard to think of a space of this nature and scale that is successful beneath a building, yet it is so important that it operates in the manner intended if it is to meet the challenges of the design brief. These considerations must be kept very high on the agenda to avoid any sense of a threatening environment.

The panel was disappointed that a landscape architect has not yet been appointed and that no detailed landscape plans were available to test these issues and the impacts of the HGV turning circle on 'Factory Square'. The opportunity for the landscape design to positively influence the building at an early stage is no longer possible. The panel supported the intention that OMA leads the design principles to drive the public realm forward, but urged attention be given quickly to the appointment of a full public realm design team.

You were encouraged to consider the options to either narrow or even close Water Street. If it has to remain open then a true shared-surface approach, which prioritises people and cycles, should be considered as the way forward for the under-croft. The agreed approach was for a busy and light filled place that ensures that all areas of public realm act as one coherent space. The challenges of integrating this with Network Rail works to the Ordsall Chord were noted, but you were encouraged even at this stage to step back and to inform the design with a clear footfall analysis (in different weather conditions) as you strive to ensure that the public realm is unique and successful, as well as functional.

The quality of materials that the public realm demands will require a healthy budget. You were urged to research and visit previous schemes, such as the Queen Elizabeth Olympic Park, to see first hand how such large public environments are performing over time and the maintenance demands of the materials when used in a North European environment.

The design for the public realm requires further progression and testing if it is to deliver the very high aspirations and quality, which all parties wish to see realised.

Highway Services - Has no objection.

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 but has requested the submission of an updated Crime Impact Statement due to changes in crime statistics over the past 12 months.

Historic England (North West) - Commenting on the S19 application have no comments and have recommended that the proposals are considered in consultation with our specialist conservation advisor.

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

Transport For Greater Manchester - Has no objection.

Greater Manchester Ecology Unit – No comments received.

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 – No comments received however on the previous application they recommended conditions are attached covering drainage and management and maintenance.

Canal & River Trust - Has no comment to make.

Greater Manchester Archaeological Advisory Service – Has no objection. They acknowledge the approval of a Written Scheme of Investigation (WSI) for the application site and that some archaeological investigation has taken place to the east part of the site (which is the area where the Theatre footprint will be located) but point out that implementation of the WSI is still required to the western part of the site and the Officers should amend the standard WSI requirements accordingly.

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

The Museum of Science and Industry (MSI)- Have no objections.

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.

Travel Change Team – no comments have been received.

Wildlife Trust – no comments have been received.

Greater Manchester Geological Unit – no comments have been received.

Cadent Plant Protection Team – Have stated that the applicant needs to ensure that they do not infringe on their legal rights and gives advice about consents that might be required from them to enable the development to be implemented. These comments have been passed to the applicant.

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:

S01. 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.

S02. Economy The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location. The development would 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.

DC19.1 Listed Buildings – It is considered that the proposals would preserve and enhance the settings of adjacent listed buildings.

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 / 2017)

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 and January 2017.

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:

Bonded Warehouse – refurbishment of the building for conversion as a mix of office, retail, restaurant and café use – Planning Permission Ref. 109241/FO/2015/C1. A subsequent planning application (119820/FO/2018) was validated in June 2018 for the change of use of the building to allow a mix of retail, restaurant, café, general industry, drinking establishment and leisure uses and is currently under consideration.

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 granted October 2015 (109246/FO/2015/C1). Planning Permission was subsequently granted in May 2018 (118040/FO/2017) for a revised scheme including office, residential, retail, event and filming studios, a hotel including members club and a rooftop pool, and an energy centre.

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 granted October 2015 (109466/FO/2015/C1)

St. John's Place – provision of 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. Planning Permission was granted in October 2016 (109660/FO/2015/C1).

Central Village and Tower 1 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. Planning permission granted in March 2017 (114385/FO/2016).

Tower 2 –This scheme comprises a 36 storey residential tower with retail at the ground floor and public realm including the first phase of the Riverside Walkway. Planning Permission granted in March 2017 (114723/FO/2017).

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 original planning application was supported by a focused Environmental Statement (the "October 2016 EIA"), in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations'). For the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the

'2017 EIA Regulations') an EIA Screening Exercise has been completed this request confirmed that based on review by the relevant technical consultants, the amendments are not expected to materially change the conclusions as identified within the October 2016 EIA and Officers have confirmed the information provided within the October 2016 EIA that needed to be updated as a result of the proposed amendments in an EIA Screening Opinion issues on 5 January 2018. The October 2016 EIA is therefore resubmitted with this planning application, together with any required updated technical reports as additional appendices and a short EIA Preface addressing the requirements of the 2017 EIA Regulations.

It is considered that the Environmental Statement, Preface and updated technical reports have 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 and is a key component of 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 support the region's cultural landscape and attract new audiences from the UK and beyond, supported by funding 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. It would deliver significant and genuine benefits for Manchester and the wider City Region in relation to 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 City Strategic Plan, the 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.

This proposal would support the strategic objectives of St John's and contribute to its continued regeneration and that of the overall City Centre. It would be consistent with the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives.

Design Issues, Relationship to Context and Impact on Heritage Environment

The proposal 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. It is important to ensure that the relationship to these assets is an acceptable one. The application is supported by a Heritage Statement and Visual Impact Assessment.

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 a 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 Factory brief 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 need for a site of sufficient size to accommodate it, factoring in the buildings to be retained.
5. Testing the scale of development against 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 proposal 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 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 with a 21 metres clear internal height plus theatre grid and structure above, and its footprint. The maximum height of 38.9m (equivalent to a 15 storey building) are considered to be acceptable in an area of larger buildings.

Visual Impact

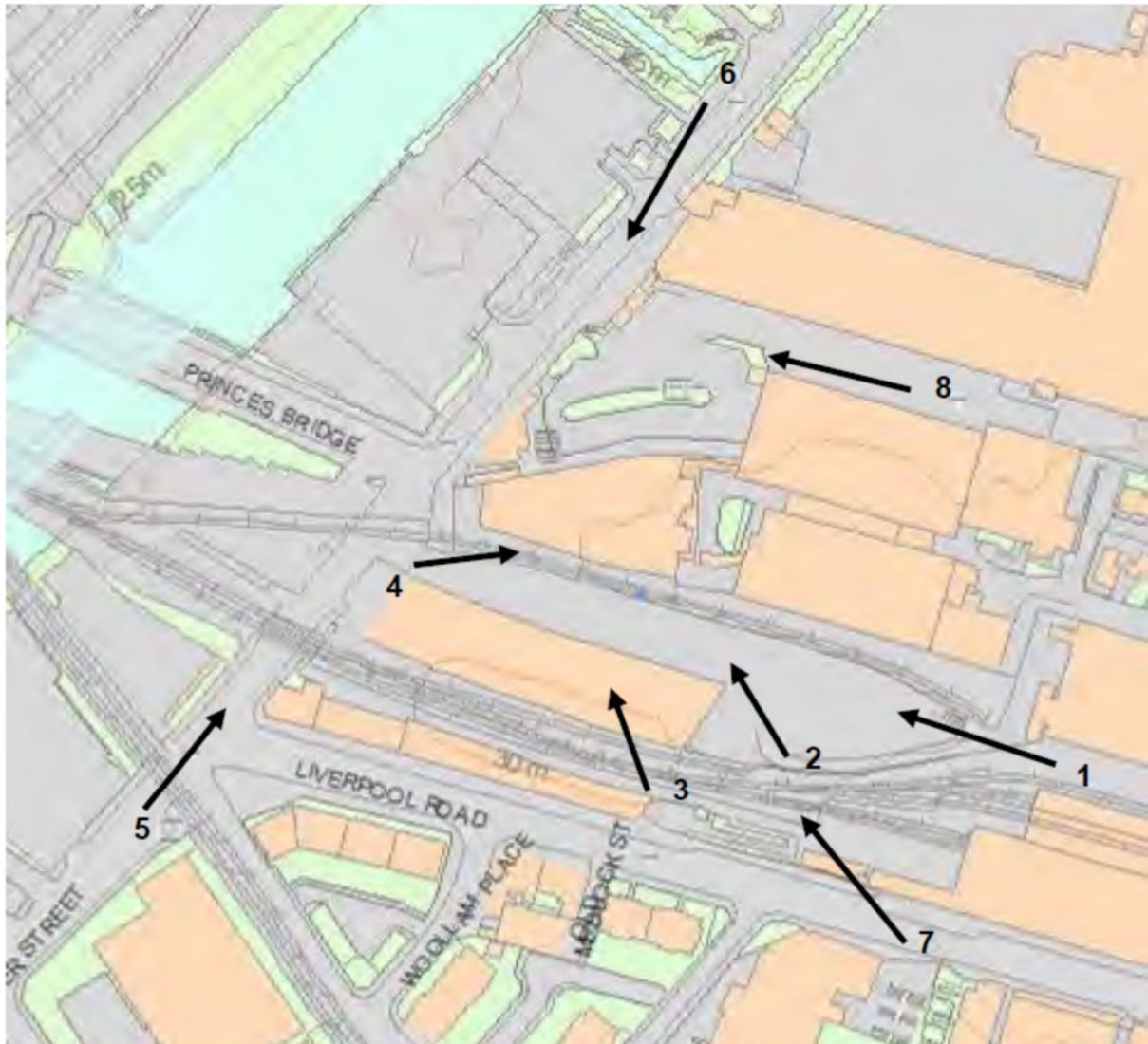
A Visual Impact Assessment has assessed where the proposal could be viewed from and its potential visual impact on the streetscape of the conservation area and the setting of designated listed buildings (i.e.; the designated heritage assets). The assessment utilises the guidance and evaluation criteria 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, focusing on the identified heritage assets.

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 proposal are legible 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 an innovative and contemporary form that would not compete with the heritage values of the heritage assets in this view. Consequently, the overall impact of the proposal would be negligible.

The creation of a new skyline in this area through the cumulative impact of the St Johns SRF and Trinity Islands would clearly change this view which contains largely horizontal, open and linear forms. It is considered that the cumulative development would 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.



Locations of the Eight Verified Views

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

View 2 - is experienced from the lower yard within the MSI complex, looking north-west towards the site. The proposal would be clearly visible from this viewpoint, replacing the Starlight Theatre building with its three distinct form.

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

The cumulative impact of the wider St Johns scheme would be understood and appreciated as a backdrop to the proposal and an extension of the city beyond. The overall impact of the proposal and the cumulative impact would be negligible.

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

The proposal 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 and its impact would be negligible.

View 4 - is experienced from the west end of the MSI site, looking north-east towards the site. The auditorium would be clearly visible 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 proposal would be negligible.

View 5 - is experienced from the western end of Liverpool Road, at the junction with Water Street, looking north. The dynamic and contemporary forms of the proposal would be visible from this viewpoint beyond the historic bridge structures

The proposal would provide a new landmark on 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 proposal would be read as a backdrop to the former railway complex and maintain the dominant architectural expression of the heritage assets. 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 the overall impact of the proposal 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 proposal would be highly visible and transform it to provide a new streetscape and urban form. The contemporary forms of its different elements would be clearly understood. The central warehouse clearly articulates the entrance and focal point for the pedestrian, whilst the dynamic and animated walkway under the proposal would encourage pedestrian movement and permeability through the space.

Although the proposal would provide a new termination to Water Street and block view of the listed bridges, it is considered that the benefits it would bring in terms of activity and appreciation of the bridges. Overall, it is considered that the proposal 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 would be glimpsed extending above the established roofline. The proposed contemporary form 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.

The cumulative impact of the wider St Johns and Trinity Islands developments would create a strong vertical emphasis within an entirely low-rise, horizontal streetscape. It would be understood and appreciated as a backdrop to the historic industrial complex, but the proposal would to a minor extent erode 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 proposal would articulate the historic street of Grape Street, which would be reinstated as part of the wider proposals for the site/ area. The proposal would demarcate the street and alongside the cumulative development would provide a coherent urban form.

The proposal would provide an innovative, dynamic form which relates to the industrial character of the area. It would encourage movement and activity and allow for a greater understanding and appreciation of the area. Consequently, its overall impact would be minor beneficial.

The visual impact assessment has assessed eight views. Six result in negligible impacts and two in beneficial impacts. The cumulative visual impact results in two instances of moderate adverse harm in relation to the understanding and appreciation of the setting of the MSI complex, including views along Liverpool Road and Water Street. The proposal would result in overall beneficial impacts

Architectural Quality

The proposal has been subject to an international design competition. OMA, have a track record in designing and realising cultural buildings that have been a catalyst to regeneration in Portugal, Italy, USA and Russia. The design development that has taken place since the original approval has not compromised the overall aspirations to deliver a high quality landmark building.

The materials have been selected for proven functionality, durability, longevity and ease of cleaning. Key factors that have been evaluated are the appropriateness of these for buildings of this scale, form, massing, proportion and silhouette. The quality of the detail, including the corner interfaces and interfaces between the different components are key to creating a successful development that has an acceptable relationship to other structures. This and the quality of the materials could be dealt with through a condition attached to any permission granted. This

would require submission of samples of materials which include details of jointing and fixing and a strategy for quality control and cleaning.

It is considered therefore, that the proposals would result in high quality building that would be appropriate to its context.

Warehouse

The façade design must prevent noise break out from internal amplified sound. The north and south façades would be made up of vertical corrugated linear bands of precast concrete. The east and west facades would have an appearance of being made up from series of large oversized pre-cast concrete blocks. The appearance would reflect the internal uses and operational requirements of the building and the large scale blocks and deep corrugation would be acceptable design response for the scale of these façades.

A double wall would 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.

Having tested the design against other similar venues, it has become apparent that while the provision of glass within the façade may be desirable during some rehearsals and fit outs, it would need to be blacked out for around 90% of the time. The acoustic criteria required for the interior space placed an exceptional specification on the make-up of the glass and manufacturers were not willing to take on the required research and development without a significant cost premium. Given that the glass would be primarily blacked out for around 90% of the time, the decision was made that the risk premium could not be a priority. It is considered that architecturally the loss of this element does allow a more honest architectural expression of the Warehouse's functionality.

Theatre

The architectural form of this element is organic and comprise a shrink wrapped form that encloses the internal arrangement of spaces and primary structure. The theatre geometry requires materials that can follow its sweeping angular form.

There would be an inner and outer skin separated by an acoustic void. The outer skin is formed by rectangular precast concrete panels mounted onto the primary steel structure. Laid over the precast panels is rigid insulation formed to take the final shape of the theatre with a final coating of white reflective material, a single-ply vinyl membrane. A single rectangular window at the west elevation would provide light and views from both foyer levels.

Where the theatre touches to the ground, the material changes to a robust high pressure laminate, articulated in with a colour change. The external core would be black powder coated metal.

Joint lines would be selectively expressed in contrasting black which would reflect structural, acoustic, and construction requirements whilst giving this element some articulation to break up its overall massing. The proposed 'skin' is commonly used in tensile structures and precedents of its use include the Tempodrome in Berlin and the Imperial War Museum in Duxford.

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 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 precise colouration may change and the composition may be marginally modified.

The office floor that spans the 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.

Truck Lift

The truck would sit outside of the theatre freeing up an area of public realm. This would be constructed in concrete and clad in durable expanded steel mesh.

Foyer Space

A double height window would provide views to the River Irwell and the interior of both foyers.

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.

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 relationship of old and new buildings across the city recognises this. Part of Manchester's 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. Change is therefore required 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. A 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 and this revised scheme reduces the physical impact as the number and size of penetrations to support the new building structure have been reduced. It would also have a beneficial impact by introducing a new waterproof membrane to the deck level of the structure preventing further deterioration of the historic fabric, as well as opening up the Viaduct to public use, better revealing its heritage values and allowing for continual maintenance and repair.

The impact on the viaduct would involve limited instances of "less than substantial harm" and its special architectural interest 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 proposal would have a beneficial impact on the setting of the Bonded Warehouse and Castlefield Conservation Area and an overall negligible impact on the historic built environment. The impact of the proposal would not adversely impact on the understanding or experience of the history of the Castlefield area or to cause harm to the setting of highly graded listed buildings from key views.

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

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 notwithstanding 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

The revised design has emerged from identified operational needs which have emerged through detailed ongoing discussions with national theatre operators and Manchester International Festival, who would be responsible for the operation of the Factory. This in depth review against the City's requirements for performance space, and the aspiration to provide theatre space with a layout that fosters a sense of intimacy between the audience and performers, has resulted in the capacity of the theatre space being reduced and the size of the orchestra pit being increased. Further investigations into the functionality of the warehouse space in particular have necessitated further design changes to ensure that there is no disturbance to adjacent and future neighbouring properties.

The above has resulted in changes to the facades although the original concept presented during the design competition where the theatre was conceived as an element colliding with the functional factory of the warehouse has been retained.

The design is agreed, viable and deliverable and the functionality of the building has been enhanced. 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 has established the existing conditions at the site including traffic flows, speed of traffic, particularly in peak periods and the levels of queueing and recorded accidents.

The area experiences high traffic flows with City Centre traffic passing through. 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.

The implementation of a Construction Management Plan would help to mitigate impact from 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 would employ wheel washing, road sweeping and dust suppression measures.

The proposed scheme, along with wider committed development in the area, would increase traffic once operational, which could have a perceptible impact on nearby residents along Liverpool Road, on Left Bank, New Quay Street and Lower Byrom Street. These changes may be perceptible are not sufficient to give rise to a material harm.

A wide range of mitigation measures 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 max 6,850.

40 spaces provided within the public realm would accommodate the maximum event expected, at a rate that is higher than is typically observed. In addition 192 other cycle parking spaces would be provided within the public realm in St Johns. Those spaces are likely to be available as the timings of events tends not to coincide with the demand for commuter cycle parking. Therefore there would be a considerable amount of on-street cycle parking.

10 on-street spaces on Water Street could be used by blue badge holders and there are the 5 Blue Badge space located adjacent to Factory. This level of provision would be monitored through the Travel Plan process.

Sustainability

An Energy Statement and Environmental Standards Statement details the energy measures and other facets incorporated in the design that influence the sustainability credentials of the proposal.

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 proposal could connect 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 proposal 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 detailed desk-based assessment of the archaeological resource at the Site was produced by Salford Archaeology to inform and support the previously Approved scheme. It confirmed that the Site does not contain any Scheduled Monuments or Registered Parks and Gardens. 14 sites of potential below-ground interest were identified; of these, it is likely that only six have potential to survive as buried remains.

A Written Scheme of Investigation (WSI) for a programme of archaeological evaluation and watching brief was also prepared by Salford Archaeology in November 2016 and agreed with Greater Manchester Archaeology Advisory Service (GMAAS). The November 2016 WSI required a watching brief during the removal of modern floor slab to the Starlight Theatre, together with three evaluation trial trenches to the part of the site to the east of Water Street. If required, further targeted archaeological investigation would be necessary following completion of the three trial trenches and this would be subject to a further WSI. Three evaluation trenches were excavated in the site to the east of Water Street – two within the southwestern car park and one within a fenced storage area at the south west side of the north east car park. As a result of the trial trenching, and as confirmed in the Evaluation

Report, Salford Archaeology have advised that no further investigation is required for this area of the Site.

An updated WSI was prepared in June 2017, which identified that in respect of the southern area to the west of Water Street, no further archaeological investigation is required. This is the area in which the theatre footprint is located. GMAAS confirmed during discussions in June 2017 that no further investigations will be required where the footprint of the proposed theatre building is located.

The June 2017 WSI identified that further archaeological investigation will be required in respect of the northern area of the site, in the form of a strip and record excavation. This area was included within the red line boundary for the Factory as it may be required as a construction compound; however, no ground-breaking works are expected in this part of the site to support the Factory development. Given this it is therefore proposed that the further archaeological investigation required by the June 2017 WSI is carried out at a later date when the T2 St. John's scheme that will permanently redevelop that site comes forward.

As such, no further archaeological investigation in respect of this part of the site is proposed for the Factory.

Contribution to Public Realm and Facilities

The detailing of the public realm has, to some extent, been considered conceptually at this stage, and would be developed further in the context of the wider public realm proposed as part of the St. John's masterplan. On the Factory site, it is envisaged that this would include the following components: areas of hard (coloured concrete in graphic pattern and single colour band) and soft landscaping (reinforced grass), tree planting, street furniture, public art, signage and lighting

The public realm comprises 2 public squares which would be linked with Factory's foyer creating one visually continuous area of public realm. This would be achieved using a unifying surface suitable for both vehicles and multiple use: festival, performance, markets, etc, street furniture, signage and lighting. 12 trees would be planted along the riverside as part of a wider strategy for tree planting throughout St John's. Details have been submitted for temporary treatments to areas adjacent pending future phases of the Masterplan coming forward comprising.

Factory Square area would be integrated with the 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. Street furniture would be designed to identify Factory and to blend with the overall furniture and wayfinding in St. John's.

The undercroft on Water Street would have a reflective soffit and a lighting scheme to create a 'classic' Manchester experience, of dramatic spaces below viaducts and bridges, typical of Castlefield.

Day to day management of the public realm is central to creating a neighbourhood that feels cared for and a maintenance programme would provide a co-ordinated regime. Longer term management aspirations for trees, planting and care for the paving surfaces would be incorporated into the strategy. A condition requiring

agreement of the detailed public realm, landscaping and its management will be attached to any consent granted.

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 and the use of the building for exhibition purposes. It concludes that there would be no impact on existing residents and no impact on existing or proposed public spaces.

(b) Wind

A wind microclimate assessment provides 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.

The site is sheltered from prevailing southerly winds at low level and conditions 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.

Conditions are expected to be suitable for at least leisurely strolling and suitable for pedestrian access to and through the. Away from building corners, conditions are further expected to be suitable for short periods of standing or sitting. The conditions around the main entrances would be suitable.

The proposal would not have any significant effect on wind conditions within the surrounding area and landscaping in St John's should alleviate any cumulative effects.

(c) Air Quality

An Air Quality Assessment considers the impact of the proposal 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. Modelling of the changes in traffic volumes as a result of the proposal demonstrates that it would 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 Travel Plan would provide reductions in vehicular emissions associated with the scheme.

(d) Noise

A Noise and Vibration Assessment has 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 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 would include further residential buildings to be located closer to the proposal than any of the existing residential buildings. No significant effect of noise or vibration is predicted to the residential buildings, including hotels, in the vicinity of the proposal. 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 scheme would be controlled by design of the building envelope. Noise impacts have been considered in relation to the residential buildings proposed at St John's that would be closer than any 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 and protect residential amenity. 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 would be minimised by use of a fully enclosed service yard. The truck lift would also be fully enclosed 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 Event Management Strategy, which would be secured via a planning condition. There would be no significant permanent residual effects of noise and vibration as a consequence of the proposal.

(e) Waste

A Waste and Servicing Strategy has been prepared in accordance with GD04 'Waste Storage and Collection Guidance for New Developments'. The document sets out servicing procedures, 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 through a 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 occupier comfort 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 details the likely impact of the development on nearby television reception signals and measures required to mitigate the impact on nearby properties which highlights 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 proposal would provide a safe, legible, high quality environment that would be easily used by a wide range of people without special treatment or separation. In addition to the blue badge parking set out above, there is further provision as follows:

- Three disabled bays on Lower Byrom Street (230m from the Factory).
- Blue Badge Holders can park for up to 3 hours on Liverpool Road (approx. 100m from the Factory) on the single yellow lines in front of the MSI Station Building.
- Blue Badge holders can park in the standard parking bays for free and without time limit on the 15 standard pay and display parking bays on Liverpool Road (the nearest of which is approximately 150 m from the Factory).
- Blue Badge holders can park on Lower Byrom Street, Great John Street and Atherton Street (between 200m and 300m from the Factory) and on the proposed replacement parking bays on Water Street (less than 100m from the Factory).

There are also blue badge bays within the Spinningfields NCP car park, approximately 280m from the Factory.

Signage and wayfinding would be designed to current recommended standards to be easily read by all people, including non-English speaking users. This would include the identification of cycle route 6. The surface area of the public realm across all of Factory would be notionally flat which means that it would be minimally sloped to:

- Match the circa 1:40 slope from the landing of Princes Bridge to Water Street;
- Maintain level access into all Factory entrances without any need for ramps, steps, or lifts
- Maintain the existing level of Water Street
- Integrate with adjacent public realm development levels.
- Lifts would provide access to all levels within the building including the orchestra pit. The key access provisions for the Factory include:
- Incorporation of the principles for inclusive design wherever possible;
- Accessible routes to all connections with local pedestrian routes, car parking and public transport;
- A shared space area with level surfaces for comfortable use by visitors and local people while ensuring safety and convenience of all;

- Inclusion of access to drop off, car parking and local bus services;
- Access to all parts of the buildings open to the public; and
- Provision of a Changing Places facility.

Requirements of all users have been considered including:

- People with mobility impairments;
- People with visual impairments;
- People with cognitive impairments;
- Deaf people;
- Older people; and
- Small children.

Crime and Disorder

A Crime Impact Statement has been prepared by Greater Manchester Police and explains how the design may contribute to, or mitigate against, crime and anti-social behaviour. A condition requiring the achievement of a Secure by Design accreditation will be attached to any consent granted.

Ecology and Biodiversity

An Ecological Survey and Assessment, including a Bat Survey, has confirmed that there would be no adverse effect on statutory or non-statutory designated sites for nature conservation. No habitats within the site are Priority Habitat and none 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. 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 proposal. 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 and trees along with other soft landscaping in other parts of the development would improve biodiversity and form corridors which enable natural migration through the site. The increase in overall green space would increase opportunities for habitat expansion leading to an improved ecological value within the local area.

The proposals would create a high quality open space at the heart of the development linking the site to wider Infrastructure across the City Centre. The seating areas would provide more public engagement with the River Irwell. The development would improve the quality of the Riverside environment creating

pedestrian links that would draw people to the Riverside and connect it to other areas of green and blue infrastructure.

It is proposed that the final amount, type and detail of tree planting is agreed via a planning condition. A condition will also be attached which requires the landscaping to provide measures which will promote biodiversity on the site.

Contaminated Land and Impact on Water Resources

A Ground Engineering Desk Study Reports and limited intrusive site investigation assess the baseline ground conditions, potential impacts and mitigation measures to manage the risk of contamination during construction. Based on the site history, it is not considered that the ground conditions pose any significant risks to future users of the proposal, 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 soft landscaping areas and will be based on further intrusive site investigation 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 people 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

A report concludes 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 undertaken for the wider St. John's development and presents a holistic drainage strategy. The Site is 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. As the surface water drainage network will form part of the wider St. John's network, and this has not yet been designed in detail, it has been agreed that there will be an alternative arrangement for surface water drainage during the construction period. The Factory Interim Flood Risk Statement confirms that the site will re-use the current drainage system used by Network Rail for the construction of the Ordsall Chord and discharge to the River Irwell. With mitigation, the flood risk is considered to be low. The detailed design of the permanent surface water drainage network and management, as part of the St. John's scheme will be available for approval by the City Council prior to occupation of the Factory.

Event Management Strategy

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.

Local Labour Initiatives

A comprehensive Sustainability Plan has been developed in consultation with Manchester City Council's Work and Skills Team for the project. One element of this is the Local Labour Agreement and measures include employment, training and apprenticeships. Compliance with these measures will be a condition of any consent granted.

Construction Management

A Construction Management Plan (CMP) that was approved for the original scheme has been submitted as part of this application. Compliance with this will be a condition of any consent granted. This includes details of how the environmental aspects of the project will be managed in accordance with an Environmental Management Plan (EMP), which will stipulate mitigation measures such as best

practice techniques, attenuation and timing of activities. The proximity of MSI will be factored into all environmental risk assessments. Monitoring from within MSI to be carried out by Environmental Scientific Group (or a company with similar skills and experience) with pre-set trigger levels based on the baseline testing that has already been completed

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 however the following should be noted:

Network Rail – Compliance with all of the requirements of set out in their representation has been confirmed by the applicant and will be dealt with and delivered through the BAPA (Basic Asset Protection Agreement) between MCC (Manchester City Council, as applicant) and Network Rail (NR), the Construction Lease between MCC and Network Rail and through compliance with the detailed design that would form part of the discharge of any condition relating to the final details of the public realm.

Places Matter Comments – The Design Team have developed the facades in much greater detail for tender purposes. The build-up of the facades, including the final visual membrane has been reviewed in detail. Hidden gutters have been coordinated, with symphonic drainage simplifying the detail. Specifications will require large scale mock ups for visual control as part of the Quality Control sign off process which would be integral to the signing off of any materials condition by officers. The facades will require cleaning, as with any light coloured material and any materials condition will require the agreement of this.

The installation sequencing, tolerances and finish of the pre-cast concrete for the Warehouse have been developed with the design team in discussion with the contractor to ensure quality of appearance.

The Design Team, MCC and the operator would appoint a visual artist to create the experience at Water Street. General lighting from the building and of the public realm would be integrated to support the artistic installation as well as to meet statutory requirements. Final details would be a condition of any consent granted.

The landscape architects would review the HGV turning circle, truck lift access, the materials, access to the venue and across the site. This would include integration of a graphic artist working with MIF on the identity of Factory.

MCC has agreed with Network Rail that the public realm area for Factory is extended to include the area at the end of Princess Bridge to Water Street, ensuring that the new riverfront from the Water Street Bridge to the north of Factory will be seamless and integrated. MCC has agreed with Network Rail that the land between Prince's Bridge and Water Street will be transferred back to MCC under a Land Transfer Agreement and MCC will take responsibility for completing the public realm to ensure that the Factory Public Realm along the new riverfront will be seamless and integrated. As this land is not within the site edged red it would be dealt with under a separate planning application but the intention to take this forward is set out in the

wider indicative landscape plans the principle of which would be approved by any consent granted.

This is a legal requirement as NR are providing both materials and costs for MCC to complete the works and MCC have provided a legal undertaking to NR to complete this area of Public Realm.

Response to Theatres Trust comments – It is noted that many of the detailed comments from the Theatres Trust relate to operational rather than planning matters. The comments have been passed to the Design Team and they have confirmed that they are very grateful for the time and care taken by the Theatres Trust in consideration of the scheme and that their insight into the use and development of the project is welcomed. The Team has undertaken to engage with them further in relation to those operational matter as the project progresses.

Councillor Davis Comments – The Factory's artistic programme encompasses all artforms including visual arts, theatre, dance, opera and contemporary classical and popular music. The artistic programme outlined in the current Business Plan includes 70-80 music events a year representing a wide range of popular music styles and genres. These events will be delivered through partnerships with local and international 3rd party music promoters and presented within both the theatre and warehouse spaces, which have capacities between 1500 seated and 5000 standing respectively. Consultation carried out by MIF with the commercial music sector indicates that demand to present music in the 5000-capacity warehouse is high, as The Factory's warehouse space provides a size of audience capacity not currently available within the city.

In-line with The Factory's artistic policy of presenting interdisciplinary artistic work that blurs the boundaries between artforms, many of these events will be feature new artistic collaborations between musicians and other artists. Collaborations of this nature have in the past included working with The Warehouse Project and it is possible that future collaborations will be developed with them and other national and international music promoters. The majority of music events at The Factory will finish by 11pm, though on occasion some events may extend beyond that time. The planning application does not provide for the use of The Factory as a nightclub and it not the intention to host late night rave club events.

Conclusion

Factory would provide a high quality, ultra-flexible cultural space in 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.

The uses is acceptable and an appropriate response to national and local planning policy. It is in a highly accessible location and would fulfil an important functional. The scheme is a unique, high quality design of its time.

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.

The proposal would enhance the surrounding townscape and substantial public benefits would mitigate against any instances of adverse harm and will sustain the heritage values of the heritage assets.

The Factory would 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.

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 policies 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 approval of the application is proportionate to the wider benefits of approval 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 119890/VO/2018 APPROVE
- ii. ii) S73 Application ref no 119892/JO/2018 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.

Conditions to be attached to the decision

119890/VO/2018

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 Drawing Numbers:

(a) MF-OMA-XX-XX-DR-A-01-0001 Rev P4 EXISTING SITE PLAN, MF-OMA-XX-XX-DR-A-01-0002 Rev P4 EXISTING SITE PLAN - REDLINE BOUNDARY, MF-OMA-XX-RF-DR-A-01-0003 Rev P4 EXISTING SITE PLAN - DEMOLITION PLAN;

(b) MF-OMA-XX-RF-DR-A-01-0004 Rev P4 SITE PLAN - PROPOSED ROOF PLAN

MF-OMA-XX-GF-DR-A-01-0005 Rev P4 SITE PLAN - PROPOSED GROUND FLOOR PLAN

MF-OMA-XX-GF-DR-A-01-0006 Rev P4 SITE PLAN FUTURE CONTEXT - PROPOSED ROOF PLAN

MF-OMA-XX-GF-DR-A-01-0007 Rev P4 SITE PLAN FUTURE CONTEXT – GROUND FLOOR PLAN

MF-OMA-XX-GF-DR-A-10-0100 Rev P8 PROPOSED GROUND FLOOR PLAN

MF-OMA-XX-L1-DR-A-10-0110 Rev P8 PROPOSED LEVEL 01 PLAN

MF-OMA-XX-L2-DR-A-10-0120 Rev P8 PROPOSED LEVEL 02 PLAN

MF-OMA-XX-L3-DR-A-10-0130 Rev P8 PROPOSED LEVEL 03 PLAN

MF-OMA-XX-L4-DR-A-10-0140 Rev P8 PROPOSED LEVEL 04 PLAN

MF-OMA-XX-L5-DR-A-10-0150 Rev P8 PROPOSED LEVEL 05 PLAN

MF-OMA-XX-L6-DR-A-10-0160 Rev P8 PROPOSED LEVEL 06 PLAN

MF-OMA-XX-L7-DR-A-10-0170 Rev P8 PROPOSED LEVEL 07 PLAN

MF-OMA-XX-L8-DR-A-10-0180 Rev P7 PROPOSED LEVEL 08 PLAN

MF-OMA-XX-RF-DR-A-10-0190 Rev P8 PROPOSED ROOF PLAN

MF-OMA-XX-XX-DR-A-16-0010 Rev P8 SECTION AA

MF-OMA-XX-XX-DR-A-16-0020 Rev P8 SECTION BB

MF-OMA-XX-XX-DR-A-16-0030 Rev P8 SECTION ZZ

MF-OMA-XX-XX-DR-A-16-0040 Rev P2 SECTION YY

MF-OMA-XX-XX-DR-A-18-0010 Rev P8 PROPOSED NORTH ELEVATION

MF-OMA-XX-XX-DR-A-18-0020 Rev P8 PROPOSED EAST ELEVATION

MF-OMA-XX-XX-DR-A-18-0030 Rev P8 PROPOSED SOUTH ELEVATION

MF-OMA-XX-XX-DR-A-18-0040 Rev P8 PROPOSED WEST ELEVATION

MF-OMA-WH-XX-DR-A-20-OO20 Rev P3	WAREHOUSE ELEVATIONS
MF-OMA-WH-XX-DR-A-20-OO30 Rev P3	WAREHOUSE ELEVATIONS
MF-OMA-WH-XX-DR-A-20-OO40 Rev P4	NORTH TOWER ELEVATIONS
MF-OMA-WH-XX-DR-A-20-OO50 Rev P5	SOUTH TOWER ELEVATIONS
MF-OMA-WH-XX-DR-A-20-OO60 Rev P4	MEP TOWER ELEVATIONS ; and

(c) XX_200 FACTORY PUBLIC REALM KEY PLAN

(d) Laing O'Rourke's THE FACTORY PROJECT EXECUTION PLAN SECTION 5.0 WORKS CONTRACTOR MANAGEMENT MF-LOR-XX-XX-RP-W-05-0000 Construction Management (Delivery) Plans REV P05 25 May 18; and

(e) The Sandy Brown Vibration Management Plan and Assessment reference P18985-R02-E22 dated May 2018 which has been referenced into the above CMP REV P05

(f) LAING O'ROURKE, SOCIAL SUSTAINABILITY DEVELOPMENT FRAMEWORK , Version: 1.1 ,Dated: 09.10.2017; and

(g)The Factory Sustainability Plan Contract Doc 181017;

(h)Coach and blue badge Management Plan within July 2017 Travel Plan by Vectos

(i) Measures detailed in Factory Interim Flood Risk Statement prepared by RoC dated September 2017

(j) Laing O'Rourke Factory Manchester Traffic Management Plan including Logistics Dated: 7th June 2018 -Rev-B

(k) Access Statement prepared by David Bonnett Associates.

(l) Environmental Standards Statement and Energy Statement prepared by Buro Happold.

(m) BREEAM Pre-Assessment prepared by Buro Happold.

(o) Framework Travel Plan prepared by Vectos.

(n) Servicing and Waste Management Strategy prepared by Vectos April 2018;

(o) Ventilation Strategy prepared by Buro Happold.

(p) Event Management Strategy prepared by Deloitte.

(q) Structural Investigation Survey prepared by Buro Happold.

(r) Air Quality Statement prepared by Hilson Moran.

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) a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

A programme for the issue of samples and specifications of all material to be used on all external elevations of the development. The programme shall include timings for the submission of samples, specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and details of the glazing, details of maintenance and cleaning of the single ply membrane, details of full sized sample panels that will be prepared for inspection and a strategy for quality control management; and

(b) All samples and specifications shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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 within 6 months of the granting of this consent a programme for submission of final details of the public realm works as shown in Factory Public Realm Design Document dated December 2016 by OMA and dwg numbered XX200 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

The programme shall include an implementation timeframe and details of when the following details will be submitted:

- a. Details of the proposed hard and soft landscaping materials;
- b. Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- c. Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and brick, bird boxes (minimum 2 of each) and appropriate planting;
- d. Details of the proposed street furniture including seating, bins and lighting;
- e. Details of any external steps and handrails;
- f. Details of the building and public realm lighting scheme;
- g. (g)Details of a signage strategy in relation to way finding within the development and associated public realm;

- h. Details and location of traffic calming measures and management of crossings within public realm;
- i. Details of illuminated with art work projections

and details shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above

In terms of the illuminated with art work projections:

- a. No individual projection shall contain moving images, animation, video or full motion images or any images that resemble road signs, traffic lights or traffic signs.
- b. No individual projection shall be displayed for duration of less than 10 seconds.
- c. Controls shall be in place to ensure smooth uninterrupted transition of projections displayed.
- d. There should be a mechanism in place such as a sensor designed to adjust the brightness to changes in ambient light levels.
- e. A mechanism shall be in place so that if the installation breaks down, it defaults to a black screen to avoid any flashing error messages or pixilation.

The approved scheme shall be implemented prior to the proposed building being first occupied. If within a period of 5 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 - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

5) 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. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. 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.

6) 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.

7) 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.

8) Before first occupation of the development, a servicing and access management plan, including:

Details of management and enforcement of the coach parking strategy
Details of how the access to the service road would be designed so that HGVs do not over run the pavement which should include use of a banksman to aid in manoeuvres;

Details of refuse collection from Grape Street accessed from Water Street through the ANPR controlled bollards;

A schedule of loading and unloading locations and times which should include for servicing to take place outside of peak hours and during non-event hours to reduce congestion on the adopted highway; and

A plan to manage residents and visitors to South Village.

must be 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

9) 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.

10) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i. the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
- ii. a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time;
- iii. mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv. measures for the delivery of specified travel plan services;
- v. measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car;
- vi. details of 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;
- vii. how parking will be marshalled and managed effectively on event days;
- viii. confirm: spaces to accommodate electric vehicle charging; on street and off street visitor pick up and drop off; and locations for private vehicles.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

It should also include details of 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.

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

11) Notwithstanding the details set out in the approved 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.

It should include the information contained in Condition 11 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.

The development shall be operated in accordance with the approved Event Management Plan at all times.

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.

12) 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 and shall be retained thereafter.

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

13) 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 to the other noise sensitive locations including the office space above.

The proposed scheme should be designed so that low frequency sound emission within any dwelling does not exceed 47dBLeq in the 63Hz octave frequency band and 41dBLeq in the 125Hz band.

Reason

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

14) 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.

15) 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.

16) 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.

17) Within 6 months of 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.

For the avoidance of doubt no works shall take place on site that would compromise the delivery of compliance with the above before a scheme is agreed.

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.

18) 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 works 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.

19) The consent hereby granted shall be operated in accordance with the Event Noise Emission calculation prepared by Level Acoustics and Vibration dated October 2017 found within appendix 9.4 of the EIS

The approved noise insulation scheme shall be completed before any of the use of the development commences. Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and that the building will be managed in accordance with these shall be submitted and agreed in writing by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

20) An air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution pursuant to policies SP1 and DM1 of the Core Strategy.

21) Before any of the uses within hereby approved commence, details of the proposed operating hours for each use shall be submitted to and approved in writing by the City Council as local planning authority. The uses shall be not be operated outside the hours approved in discharge of this condition.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

22) Prior to first use of the public realm full details of a maintenance strategy including details of who would be responsible for the ongoing maintenance of surfaces, lighting, street furniture, drainage, planting and litter collection and details of where maintenance vehicles would park shall be submitted to and agreed in

writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

Reason

In the interests of amenity pursuant to Core Strategy policy DM1

22) Prior to first use of the public realm full details of a maintenance strategy including details of who would be responsible for the ongoing maintenance of surfaces, lighting, street furniture, drainage, planting and litter collection and details of where maintenance vehicles would park shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

Reason

In the interests of amenity pursuant to Core Strategy policy DM1

119892/JO/2018

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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

Planning Application Drawing Numbers:

MF-OMA-AR-XX-DR-A-94_0000 Rev P2 BUILDING CONSENT BOUNDARY LEVEL 2

MF-OMA-AR-XX-DR-A-94_0001 Rev P1 BUILDING CONSENT BOUNDARY GROUND FLOOR

MF-OMA-AR-GF-DR-A-94_0103 Rev P2 LEVEL 2- DEMOLITION FLOOR PLAN

MF-OMA-AR-GF-DR-A-94_0104 Rev P2 GROUND FLOOR - DEMOLITION FLOOR PLAN

MF-OMA-AR-GF-DR-A-94_0105 Rev P2 LEVEL 2- PROPOSED FLOOR PLAN

MF-OMA-AR-GF-DR-A-94_0107 Rev P2 GROUND FLOOR - PROPOSED FLOOR PLAN

MF-OMA-AR-GF-DR-A-94_0201 Rev P1 CEILING PLAN EXISTING

MF-OMA-AR-GF-DR-A-94_0202 Rev P1 CEILING PLAN PROPOSED

MF-OMA-AR-GF-DR-A-94_0300 Rev P2 SECTIONS DEMOLITION, PROPOSED

MF-OMA-AR-GF-DR-A-94_0400 Rev P2 SECTIONS - ELEVATIONS DEMOLITION,
PROPOSED

MF-OMA-AR-GF-DR-A-94_0401 Rev P2 ELEVATIONS - DEMOLITION,
PROPOSED

MF-OMA-AR-GF-DR-A-94_0410 Rev P2 ARCH 1 INTERNAL ELEVATIONS

MF-OMA-AR-GF-DR-A-94_0420 Rev P2 ARCH 2 INTERNAL ELEVATIONS

MF-OMA-AR-GF-DR-A-94_0430 Rev P2 ARCH 3 INTERNAL ELEVATIONS

MF-OMA-AR-GF-DR-A-94_0440 Rev P2 ARCH 4 INTERNAL ELEVATIONS

MF-OMA-AR-GF-DR-A-94_0450 Rev P2 ARCH 5 INTERNAL ELEVATIONS

MF-OMA-AR-GF-DR-A-94_0460 Rev P2 ARCH 6 INTERNAL ELEVATIONS

MF-OMA-AR-GF-DR-A-94_0470 Rev P2 ARCH 7 INTERNAL ELEVATIONS

MF-OMA-AR-GF-DR-A-94_0480 Rev P2 ARCH 8 INTERNAL ELEVATIONS

MF-OMA-AR-GF-DR-A-94_590 Rev PO EXISTING OPENINGS - ALTERATION AND
REPAIR

MF-OMA-AR-GF-DR-A-94_591 Rev PO EXISTING PARAPET - ALTERATION AND
REPAIR

MF-OMA-AR-GF-DR-A-94_0500 Rev P1 ARCH INFILL TYPICAL DETAILS

MF-BHE-XX-XX-DR-S-17_6302 REV P02 TYPICAL SUPERSTRUCTURE DETAILS
SHEET 2

MF-OMA-AR-GF-DR-A-94-492 Rev P0 EXISTING VIADUCT - EXTENT OF
WATERPROOFING

MF-BHE-AR-GF-DR-S-11_1030 REV P03 GROUND FLOOR ARCHES
STRUCTURAL GENERAL ARRANGEMENT

MF-BHE-WH-L2-DR-S-11_1230 REV P02 LEVEL 02 ARCHES STRUCTURAL
GENERAL ARRANGEMENT

MF-BHE-AR-XX-DR-S-XX-4536 REV P01 - EXISTING MASONRY ARCH
OPENINGS THROUGH PIERS: TYPICAL DETAILS

XX_200 FACTORY PUBLIC REALM KEY PLAN

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 and saved UDP Policy DC19.1

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.

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.

7) The changes in TROs for the coach bays should be funded by the applicant.

8) It is recommended that all public realm designs and materials are agreed with Manchester City Council's Capital Programmes and Property team through Contact Manchester on Tel. 0161 234 5004 prior to works commencing.

9) Upgrades to the street lighting provision on Water Street should be agreed in liaison with the Street Lighting Team through Contact Manchester on Tel. 0161 234 5004.

10) In relation to the oversailing structure the appropriate signage warning drivers of the height of the structure should be deployed in the necessary means. A Height Restriction Traffic Regulation Order will also be required at a cost to the applicant.

The structural drawings and calculations for the temporary and permanent support works should be submitted for checking (for a fee) to MCC Bridges/Structures Section in order to obtain an approval in principle.

An oversail license will also be required for this structure. This can be obtained through the following link:

http://www.manchester.gov.uk/directory_record/138255/projecting_overunder_the_highway/category/355/highways_and_pavements

Or through Contact Manchester on Tel. 0161 234 5004.

11) If the signage is to be located on the adopted highway the appropriate licences will be required from MCC/ appropriate land owners.

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: 119890/VO/2018 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.

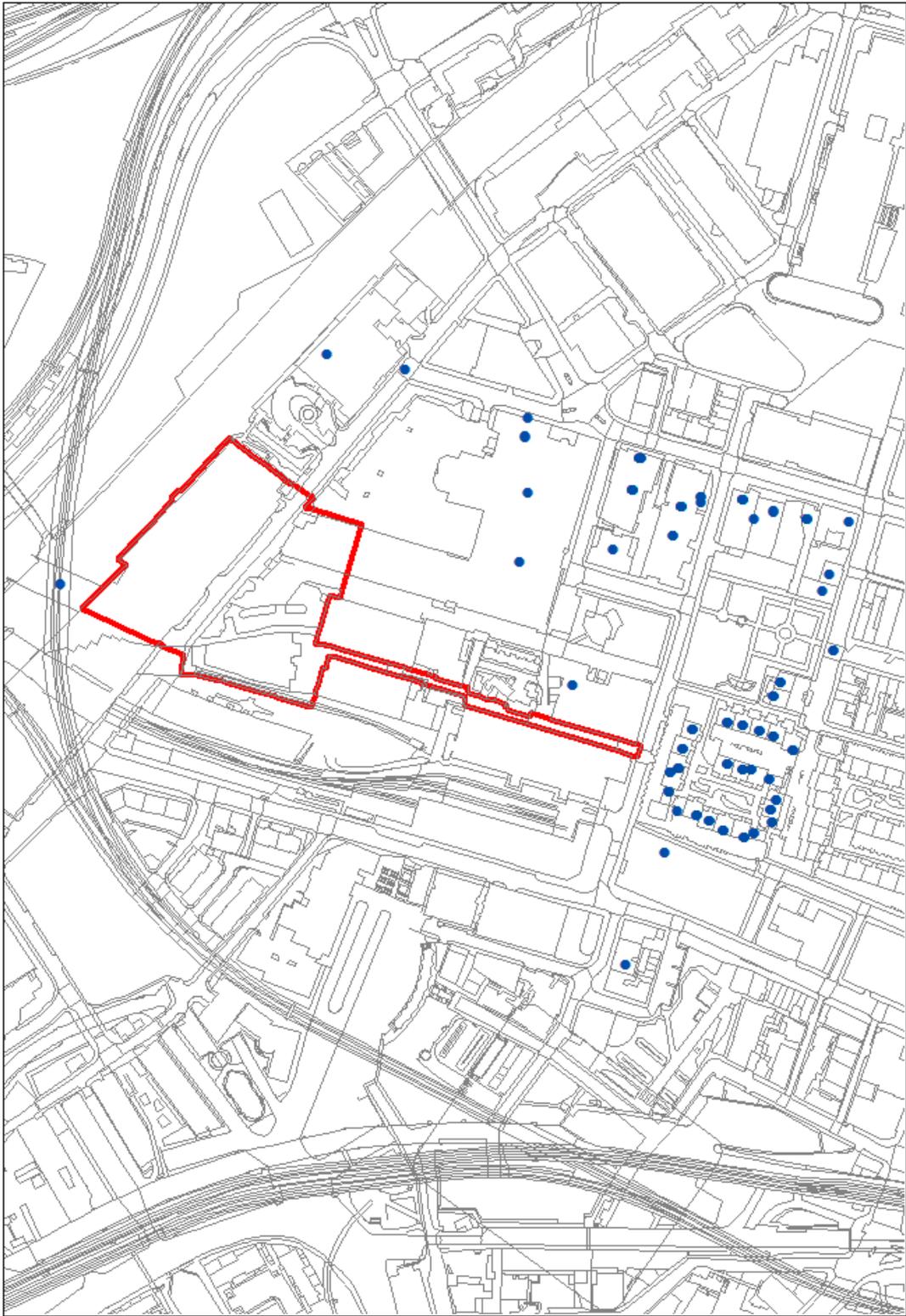
The following residents, businesses and other third parties in the area were consulted/notified on the application:

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

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:

Relevant Contact Officer : Angela Leckie
Telephone number : 0161 234 4651
Email : a.leckie@manchester.gov.uk



□ Application site boundary ● Neighbour notification
© Crown copyright and database rights 2018. Ordnance Survey 100019568