

13 April 2021

Planning Department
Manchester City Council
Town Hall
Albert Square
Manchester
M60 2LA

FAO Angela Leckie

Dear Angela

Factory, Manchester
Planning Permission 119890/VO/2018: Application for Minor Material Amendment

Introduction

Please find enclosed an application under Section 73 of the Town and Country Planning Act 1990 (as amended) for a Minor-Material Amendment ('MMA') to Planning Permission Ref. 119890/VO/2018, dated 26 July 2018. This Permission relates to the Factory scheme, which is currently under construction within the St. John's regeneration area in Manchester city centre. The applicant is Manchester City Council (MCC).

This application seeks a number of design amendments, which are detailed further in the following sections of this letter, together with the Design and Access Statement Addendum prepared by OMA.

The amendments are summarised below:

- Change to the material and appearance of the theatre cladding system, together with expansion of the picture window.
- Change to the back-of-house towers, substitution from channel glass to translucent film, curtain wall to part elevation as part of a simplification of cladding types and fixtures.
- Omission of the cladding to the external truck lift and alternative corner protection.

In addition, the application includes information in respect of the detailed design of the public realm and the proposed Prohibition of Driving Order to an extent of Water Street, which has been submitted as part of a condition discharge application against Ref. 119890/VO/2018, under Ref. CDN/20/0187. This includes changes to the design at the edge of the River Irwell, as presented to the Local Planning Authority in December 2020.

Planning History and Background

Planning Permission Ref. 114294/VO/2016 and Listed Building Consent Ref. 114370/LO/2016 were granted in January 2017 (the '2017 Approved Scheme'), which provided for the demolition of the existing Starlight Theatre and surrounding structures to facilitate the delivery of the Factory and surrounding public realm, alongside associated works to the Grade II Listed Colonnaded Railway Viaduct.

On 26 July 2018, Planning Permission Ref. 119890/VO/2018, together with a variation of condition under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to Ref. 114370/LO/2016 (Listed Building Consent Ref. 119892/JO/2018) (the '2018 Approved Scheme'), were granted to secure a number of changes to the 2017 Approved Scheme. These changes reflected ongoing design development with input from a specialist consultant team, contractors and Manchester International Festival (MIF), the confirmed operator of the Factory.

The descriptions of development for the 2018 Approved Scheme are as follows:

Planning Permission Ref. 119890/VO/2018

"City Council Development of a new flexible arts and events space comprising a range of activities including theatre, music, dance, art, other performance and nonperformance 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)"

Listed Building Consent Ref. 128536/JO/2020

"S19 application to vary condition 2 (approved drawings) attached to application ref no 114370/LO/2016 as amended by 119892/JO/2018 to reflect minor changes to the approved scheme including a revised approach to raising the height of the arches along the structure resulting from input from Building Control to ensure adequate head height."

The 2018 Approved Scheme has also been subject to an application for non-material amendments under Section 96A of the Town and Country Planning Act 1990 (as amended) to vary the wording of Condition 18 Surface Water Drainage Management Scheme. Ref. 121792/NMC/2018 was approved on 5 December 2018, and changed the trigger point of Condition 18 to be prior to first occupation of the development, rather than prior to commencement of the development.

A series of applications have been made to discharge the conditions attached to the Decision Notices for the 2018 Approved Scheme, as summarised in Table 1.

Following appointment of the contractor, Laing O'Rourke, a start on site was made in October 2018 and construction is currently scheduled for completion in 2021. During the course of construction to date, the project team identified the need for a further change to the proposals for the Grade II Listed Colonnaded Viaduct, in relation to raising the height of the arches along the structure compared to the approved scheme. The 2020 S.19 Application varied the wording of Condition 2 attached to Listed Building Consent Ref: 119892/JO/2018 to allow for the substitution of drawings to reflect this further revision.

Table 1: Summary of Condition Status

Condition Number and Detail	Submission	Current Status
Planning Permission Ref. 119890/VO/2018		
<u>Condition 3: Material Samples and Specifications</u>	CDN/18/0838 October 2018 - A programme for the issue of material samples and specifications was submitted to MCC in October 2018 (in respect of part a of condition 3), and subsequently revised in July 2019. In respect of part b, a site visit by MCC was carried out in August 2019 to view the pre-cast concrete and to present detail drawings. Information includes: MF-EIP-XX-XX-DR-X-00-0101; ProtectiT_100_Data_Sheet; image of St. Ambrose; and, site photographs.	Awaiting formal discharge of part a) following submission of updated programme. (Updated programme to be submitted as part of this s.73 application.) Awaiting partial discharge of part b) for pre-cast concrete samples presented on site.
<u>Condition 4(a): Public Realm</u>	CDN/19/0069 – January 2019 – Programme for Landscaping Details.	Discharged 1 March 2019
<u>Condition 4 (a)(b)(c)(d): Public Realm</u>	CDN/20/0187 – March 2020 – Programme for Landscaping Details dated 11 March 2020; Factory Public Realm Design and Access Statement; MF-PLA-XX-GF-DR-L-10-0004-S4-P05; Factory Public Realm Access Statement; Factory Public Realm Transport Statement.	Further information submitted in March 2021 which address comments received from statutory consultees including Network Rail, MCC Access Officer and Environmental Health Officer. A detailed design of the public realm has been progressed further and submitted as part of this s.73 application.
<u>Condition 6(a): Secure by Design Accreditation</u>	CDN/18/0838 October 2018 – a copy of the approved Crime Impact Statement was submitted with confirmation that the design team would comply with the recommendations.	The Local Planning Authority has confirmed sufficient information has been provided to allow discharge, pending resolution of details for Condition 3.
<u>Condition 9: Piling Risk Assessment</u>	CDN/18/0838 October 2018 - A Foundation Works Risk Assessment prepared by BuroHappold Engineering, dated 2 October 2018.	The Local Planning Authority has confirmed sufficient information has been provided to allow discharge, pending resolution of details for Condition 3.

Condition Number and Detail	Submission	Current Status
<u>Condition 17: Surface Water Drainage Scheme</u>	CDN/19/0351 April 2019 and March 2020 – package of information as described in Appendix 2.	The Lead Local Flood Authority has recommended the condition for discharge via email on 29 April 2020 and fully discharged on 22 June 2020
Listed Building Consent Ref. 128536/JO/2020		
No condition discharge applications have been submitted		

Proposed Amendments and Minor Material Nature

The proposed amendments are the result of a detailed buildability and technical review of the materials to be used on the façade, in particular the theatre façade. The changes relate to the façade materials only; there are no changes to the shape or function of the building.

In addition, this application captures the detailed design of the public realm, which has been submitted via an application for discharge of conditions in relation to Condition 4 of Planning Permission Ref. 119890/VO/2018 (CDN/20/0187).

The amendments have been presented to the Local Planning Authority and it has been agreed that they are minor material in nature; the amendments are therefore submitted as an MMA to Planning Permission Ref. 119890/VO/2018.

The amendments do not result in any changes to Listed Building Consent Ref. 128536/JO/2020.

Table 2 sets out the development parameters of the scheme, concluding that these remain consistent with the 2018 Approved Scheme other than the introduction of 5 additional blue badge parking bays.

Table 2: Development Parameters

Development	2017 Approved Scheme	2018 Approved Scheme	Proposed Scheme
Site area	Approx. 1.80 ha	Unchanged.	Unchanged.
Proposed development	Demolition of the Starlight theatre, existing workshop and other structures and perimeter wall, removal of four existing trees, and alterations to the Grade II Listed Colonnaded Railway Viaduct, in order to facilitate the development of a new flexible arts space to be used for a range of activities including theatre, music, dance, art, other performance-related events and conferences (Sui Generis) with ancillary facilities, including retail	City Council Development of a new flexible arts and events space comprising a range of activities including theatre, music, dance, art, other performance and nonperformance 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),	Unchanged from 2018 Approved Scheme.

Development	2017 Approved Scheme	2018 Approved Scheme	Proposed Scheme
	and bar uses, offices, administrative and back of house functions, training and educational facilities, servicing and access arrangements, highways works, creation of new public realm, cycle parking, provision of new plant and associated works.	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)	
Proposed development footprint (ground floor)	3,528 sq.m.	3,115 sq.m.	Unchanged from 2018 Approved Scheme.
Proposed development footprint (roof level)	5,479 sq.m.	5,652 sq.m.	Unchanged from 2018 Approved Scheme.
Proposed height (approximate)	Height point - up to 38.6m A.G.L. (Back of House Towers).	No change.	Unchanged from 2018 Approved Scheme.
Proposed commercial floorspace (approximate)	Up to 13,400 sq. m. (GIA)	13,750 sq.m (GIA).	Unchanged from 2018 Approved Scheme.
Proposed capacity	Up to 7,300 in total. Theatre – 1,600 (seated or 2,300 (standing or seated). Warehouse – 5,000.	Up to 7,090 in total. Theatre – 1,520 seated or 2,090 standing/seated. Warehouse – 5,000.	Unchanged from 2018 Approved Scheme.
Parking provision	Five blue badge bays within the public realm. 40 undercover cycle parking spaces for visitors. 20 cycle spaces for staff.	Unchanged.	Ten blue badge bays within the public realm – revised location on Water Street.

Development	2017 Approved Scheme	2018 Approved Scheme	Proposed Scheme
			40 undercover cycle parking spaces for visitors. 20 cycle spaces for staff.

Table 3 summarises the proposed design adjustments to the external appearance of the building. These are also described and illustrated in more detail within the revised drawings and Design and Access Statement Addendum prepared by OMA, submitted in support of this application.

Table 3: Summary of Facade Amendments

Item	2018 Approved Scheme	Proposed Amendments	Rationale for Amendments
Theatre			
Cladding	A white, Single-ply membrane	White, standard seam metal roofing	<p>Through discussions with the manufacturer for the single-ply membrane it was made evident that it is not a suitable material for the proposed, very angular use. For example, the proposed angle of the membrane may have meant a suitable fire safety standard could not be achieved.</p> <p>This is because single-ply is a standard finish for building roofs; however, the fire certification is for roofs only and this presents an issue with parts of the Theatre being classified as wall in accordance with the certification terminology due to being more horizontal in nature. Given that the certification does not test for the usage as walls, it has been necessary to discount the use of single-ply.</p> <p>After a detailed review, the design team consider that the use of a white standing seam metal would be an appropriate solution.</p> <p>The seams on the material will produce a shadow and be rotated within triangulated planes to emphasis a 'jewel' like shape, creating a high quality finish appropriate for a scheme of this regional prominence. The ribbing of the material has been orientated as required for drainage.</p>
Picture Window	Double glazed picture window	As per the previous design, with the	The design team propose this additional panel to visually extend the size of the

Item	2018 Approved Scheme	Proposed Amendments	Rationale for Amendments
		addition of an adjacent dummy flat rainscreen panel (powder coated aluminium)	approved window/opening. This is felt to be an enhancement to the previous scheme and create visually pleasing proportions to the facade.
Ventilation	Localised louvers (white) within the membrane	Compositionally expressed shapes of louvres in black (2 locations); and one triangular facet fully louvred for visual consistency.	Louvres have been further integrated and developed into the detailed design of the MEP equipment located within the plantroom at the upper level of the theatre. The revised design is considered to provide improved visual consistency of the ventilation louvres within the façade as a whole.
Truck-lift			
Cladding	Over-cladding removed	The finish will be high-quality concrete with decorative louvres in silver metallic	The concrete for the truck lift has now been poured, and the overall finish has been of much higher-quality than it was initially thought could be achieved, as a result it is considered that the over-cladding is no longer necessary.
Towers			
Cladding	Composite metallic cladding orientated vertically	Composite metallic cladding orientated horizontally	The horizontal cladding allows an improved installation methodology and a simplification of the spans of the material to the supporting structure. This assists in creating a coherent language at Factory and complements the revised façade of the theatre, seen together on page 8 of the supporting document prepared by OMA.
Glass	Channel glass (u-glass)	Translucent standard glazed curtain walling.	The channel glass was not able to achieve the acoustic requirements for the tower façade.
Windows	As per submitted drawings	Slight changes in window sizes and locations.	Due to internal layout changes the windows have been slightly repositioned and resized to ensure appropriate light levels and privacy is achieved.

In addition to the design changes set out above, this application also notes that the detailed design of the public realm has now been submitted via an application for the discharge of Condition 4 of Planning Permission Ref. 119890/VO/2018 (ref. CDN/20/0187), as described overleaf.

As landscape architects, Planit-IE has worked with OMA and the wider design team to develop the detailed design of the public realm in accordance with the approved concept and principles. The final

scheme design is presented in the Factory Public Realm Design and Access Statement submitted with application ref. CDN/20/0187.

The scheme has been informed by technical input from the design team and a wider group of stakeholders, including input in relation to accessibility, security and highways matters.

The detailed design of the paving pattern has evolved from OMA's graphical concept of theatre elements, to include features such as the spotlight and Welcome Mat. These elements give the spaces character and identity through use of different materials, such as different colour in situ concrete and natural stone paving.

In accordance with Manchester City Council's objectives to support the use of sustainable transport modes and improve the environment within the city centre for pedestrians and cyclists, consideration has been given to the implementation of a prohibition of driving order to part of Water Street to control vehicle movement.

This would also be beneficial for the Factory scheme, as managed vehicle access around building and public realm would help to create a safe and enjoyable public space for people visiting the building or walking and cycling through the area. It will also make it more pleasant for people wanting to visit neighbourhood businesses, including the Science and Industry Museum, the Marriott Victoria & Albert Hotel and other places of work.

Approval for the prohibition of driving order will be secured through a separate undertaking to be completed with MCC Highways, not via the planning process. It will seek to control the section of Water Street that runs below the Factory, which would be closed to general traffic with the only vehicles permitted into the controlled zone being service, emergency and maintenance vehicles. The closure would be controlled via the use of automated bollards utilising CCTV, automatic number plate reading and an intercom. The prohibition of driving order application would be supported by additional transport modelling, completed by TfGM and Vectos.

The public realm scheme has therefore been designed in a way that would align with a prohibition of driving order. Additional detail of the design, including the proposed turning head, would be provided by the St. John's development team either through a discharge of conditions attached to one of the St. John's Planning Permissions (e.g. MGY Ref. 121511/FO/2018 as amended by Ref. 123047/NMC/2019, Union T1 Ref 125655/FO/2019 or Union T2 Ref. 126648/FO/2020) or a Section 278 agreement.

The finalised public realm scheme incorporates measures to create a safe and secure environment, including lighting and CCTV. There will be a comprehensive management strategy in place for dispersal and vehicle movement, in line with the approved scheme and Event Management Strategy and Travel Plan.

Pre-Application Consultation

The approved development on the site was subject to a comprehensive process of public and stakeholder engagement, including engagement with Historic England, Places Matter!, Greater Manchester Police, adjoining landowners, local businesses and residents, and local Ward Councillors.

This application for an updated scheme is submitted following pre-application consultation with the Local Planning Authority. Meetings were held with the Planning Authority in February 2020, December 2020 and March 2021 at which each of the amendments proposed were discussed. It was agreed that all of the changes proposed could be progressed as a Minor Material Amendment to the existing permission.

Regarding consultation with Statutory bodies on the updated proposals, engagement has also taken place with the following organisations:

- MCC Highways and Transport for Greater Manchester (TfGM) have had involvement in the updated transport modelling for the Prohibition of Driving Order;
- Historic England confirmed on 29 April 2020 that they did not consider it necessary to provide further comment on the revised scheme, as the proposed changes would not result in any further impact to the surrounding heritage assets; and
- Greater Manchester Police confirmed via their Design for Security team that they had no further comments to add in respect of the external changes and the finalised design of the public realm scheme on 27 April 2020. Their comments regarding the required levels of quality, robustness and durability of the materials used in the public realm were noted by the design team.

In addition, a letter was sent to the local Ward Councillors for Deansgate to inform them of the proposed amendments, and to provide an opportunity for them to ask questions about the changes to the scheme.

Superseded Drawings

Appendix 1 sets out the amended and additional drawings submitted as part of this MMA, which supersede the originally approved drawings, together with the additional technical documents submitted.

We request that Condition 2(b) of the new Decision Notice is revised to reflect these changes.

Environmental Impact Assessment (EIA) Screening

The 2017 Approved Scheme was considered an EIA Development and subject to an Environmental Statement (ES) (the '2017 ES'). Subsequently a revised application for Full Planning Permission was made, the 2018 Approved Scheme, in order to secure a number of changes to Factory following the confirmation of MIF as the operator and further design development. The 2018 planning application was supported by the 2017 ES together with an EIA Preface, through which the conclusions of the 2017 ES were checked against the revised scheme and the EIA consultants confirmed that there was no material change.

Consequently, the 2017 ES is the most up-to-date ES pertaining to the site. Due to the limited nature and scale of the changes to the approved proposals in this application, the conclusions of the 2017 ES are unchanged by the current proposals.

As such, further updates to the ES have been screened out and technical responses pertaining to the relevant technical chapters confirming this are submitted in support of this application. This follows pre-application discussions with the Local Planning Authority. The following commentary provides rationale for screening out updates to each technical chapter of the 2017 ES and the 2018 EIA Preface.

Townscape and Visual Impact

Chris Burnett Associates have reviewed the proposed changes to the scheme in order to understand whether the minor amendments are likely to result in a change to the assessed effects identified in the TVIA submitted in the 2017 ES and EIA Preface, and have confirmed that there is no change to the findings in these reports.

Historic Environment

Heritage Architecture has prepared a Technical Note which confirms that the minor changes to the façade treatment will result in no change in perceived heritage impact upon the now grade-II listed Bonded Warehouse or any other designated heritage assets within the wider townscape.

It will be clear that the change in status of the building does not change the assessment of heritage impact, as the 2016 heritage assessment specifically considered the impact on the building's 'setting'. The architectural and historic interest of the listed building is most clearly appreciated (or experienced) at the immediate street-level, along Grape Street and Water Street (from where architectural details such as the distinct polychromatic brick can be viewed). The special interest of the now grade-II listed building would not be compromised by the proposed façade changes to the consented Factory development.

The listing and change in designated status formalise the building as a heritage asset but does not alter how the building should be evaluated in terms of its juxtaposition to the proposed development. Consequently, the impact of the approved development was fully considered at the ES 2017 stage.

Heritage Architecture have therefore confirmed that the approved development would not diminish the appreciation or experience of the former Grape Street Bonded Warehouse as a heritage asset and that the conclusions outlined in both the approved Heritage Statement and 2018 EIA Preface remain valid.

Air Quality

Hilson Moran have prepared a Technical Note following a review of the proposed changes to the scheme, which concludes that it is unlikely that changes relating to the façade and public realm will impact the findings of the original Air Quality chapter of the 2017 ES.

Furthermore, Hilson Moran consider it unlikely that the removal of road traffic from Water Street underneath the Factory development will lead to any change in development generated traffic contributions. However, there may be some redistribution onto the wider network once this road is closed. The Public Realm Transport Statement, produced by Vectos to support the S.73 application, notes that there is a reduction in traffic along Water Street. This is expected due to the closure of the road, but there is potential for a modest increase in traffic along Quay Street, with the uplift equating to approximately one additional vehicle per minute or less.

The changes in traffic flow have been modelled in detail using a LINSIG traffic signal model, and the overall picture indicates that, with the closure of Water Street, there is a limited change in the highway operation compared to the existing. On this basis it is unlikely that there would be any significant effects on local air quality, and therefore no further assessment has been undertaken.

In summary, given the proposed changes to the scheme, it is unlikely that there would be any significant effects on local air quality and the conclusions of the original 2017 Air Quality ES Chapter and subsequent addendum remain valid.

Noise and Vibration

Level have reviewed the proposed changes to the scheme in order to understand whether the minor amendments are likely to result in a change to the assessed effects identified in the Noise and Assessment chapter of the 2017 ES and 2018 EIA Preface update, and have confirmed that there is no change to the findings in these reports.

Wind Microclimate

Urban Microclimate have prepared a Technical Note following a review of the proposed changes to the scheme, which concludes that the proposed amendments are not expected to have any material effect on pedestrian level wind conditions, in terms of suitability for existing and proposed pedestrian activities. However, the Technical Note recognises that since the original assessment was carried out for the 2016 ES and the 2018 update, the surrounding context has undergone significant redevelopment, which does have potential to affect both the baseline and the proposed site conditions.

Detailed studies carried out through wind tunnel testing of physical models, for neighbouring developments, have also included The Factory massing, leading to a more refined understanding of the wind effects, particularly within Festival Square and Factory Square. The potential for new or materially different environmental effects has therefore been considered through a high-level, experience-based, review by the author of the original assessment.

New surrounding developments, currently under construction or recently completed, with potential to affect wind conditions in and around the site include Manchester Goods Yard and No. 1 Grape Street, St. John's Place Globe & Simpson, Old Granada Studios and parts of Salford Central. Within this surrounding context, the Proposed Development is expected to have a similar effect to the 2018 consented scheme.

As per the 2016 ES, conditions on thoroughfares in and around the site are expected to be suitable for at least leisurely strolling and thus for pedestrian passage. Conditions at main entrances to the Proposed Development are expected to be suitable for pedestrian ingress / egress. This represents a minor refinement of the 2016 ES, which highlighted the potential for conditions at the west end of the northern entrance to be marginally windy but tolerable for pedestrian ingress / egress.

Factory Square is expected to enjoy amenable conditions for recreational uses, including outdoor seating during at least summer. Festival Square is expected to have suitable conditions for recreational uses including at least short periods of sitting, such as for a meeting place, with much of the space further suitable for outdoor seating, such as for picnics for example, during summer. This again represents a minor refinement of the 2016 ES which indicated that, away from building corners, conditions were expected to be suitable for recreational activities including at least short periods of standing or sitting, such as for a meeting place.

Changes to expected future surrounding developments for potential cumulative effects include the proposed T1 Union and T2 Union developments, replacing the broadly similarly massed towers which previously formed part of Central Village, St John's and Riverside, St John's. The 2016 ES concluded that the introduction of future surrounding developments provides the site, as a whole, with enhanced shelter from prevailing southerly and stronger westerly winds, but that conditions in the north part of the site would be largely dictated by the future towers.

However, with the ongoing development of the wider landscaping strategy for St John's to help alleviate wind effects, resulting conditions were expected to be at least tolerable for proposed pedestrian activities. This conclusion is considered to remain valid for the updated future surrounding context. Conditions within the site are expected to be generally similar to those discussed above for the Proposed Development with existing surrounds, though the extent of Festival Square with amenable conditions for outdoor seating in summer may be slightly reduced in the north of the site and extended slightly in the east.

Based on the above, the overall conclusion of the 2016 ES (which was that the Proposed Development is expected to have a generally negligible, to no worse than localised minor adverse, effect) is therefore considered slightly conservative but remains valid.

Traffic and Transport

Vectos has prepared a Technical Note to assess the traffic changes as a result of the Prohibition of Driving Order (PoD), and to consider whether the scheme results in any significant adverse impacts on the sensitive receptors of local residents or vulnerable road users. The changes in traffic flows with the PoD have been modelled by TfGM and the PoD will result in a noticeable improvement for vulnerable road users on Water Street. Elsewhere, there are only marginal changes in traffic flow that are all below the thresholds for observable as set out by the Institute of Environmental Assessment.

Therefore, the conclusions set out in the approved Environmental Statement Volume 1 (and EIA Preface) in relation to Traffic and Transport are not changed as a result of the revised scheme and the PoD.

Ground Conditions

Buro Happold have reviewed the proposed changes to the scheme in order to understand whether the minor amendments are likely to result in a change to the assessed effects identified in the Ground Conditions chapter of the 2017 ES and 2018 EIA Preface update, and have confirmed that there is no change to the findings in these reports.

Water Resources and Drainage

Buro Happold have reviewed the proposed changes to the scheme in order to understand whether the minor amendments are likely to result in a change to the assessed effects identified in the Water Resources, Flood Risk and Drainage chapter of the 2017 ES and 2018 EIA Preface update, and have confirmed that there is no change to the findings in these reports.

Amendments to the Decision Notice

As set out above at Table 1, a number of conditions have been discharged or informally discharged by MCC in accordance with the requisite time triggers under Planning Permission ref. 119890/VO/2018.

As such, in addition to the amendments to Condition 2(b) in respect of the amended drawings and documents, we request that the wording of relevant conditions is updated on the new Decision Notice to reflect the agreed details.

The proposed wording is set out in Appendix 2.

Planning Policy

The Planning Policy Framework relevant to the proposed development has changed slightly since the approval of the original Factory application in July 2018.

The key Development Plan documents remain the 2012 Manchester Core Strategy and Saved Policies of the 2006 Manchester Unitary Development Plan. Manchester City Council planning guidance documents remain unchanged.

The following documents form material considerations in the determination of this application. Notably, the 2012 National Planning Policy Framework has been replaced with the revised National Planning Policy Framework, which was published on 19 February 2019. However, there have been no changes to the Framework or online Planning Policy Guidance which would affect consideration of the application.

Of note in relation to the proposed amendments to the scheme is that the 2019 NPPF addresses the importance of design quality in new developments. Paragraph 130 of the 2019 NPPF states that "*local planning authorities should seek to ensure that the quality of approved development is not materially*

diminished between permission and completion, as a result of changes being made to the permitted scheme".

Paragraph 015 of the Design: Process and Tools section of the National Planning Practice Guidance states that *"it can also be important to ensure that applications to discharge conditions or amend approved schemes do not undermine development quality."*

The proposed façade represents a high-quality finish that will deliver on the design intent of the originally approved scheme whilst ensuring the proposals are viable, deliverable and safe. The proposals will contribute to the successful delivery of the Factory project. Approval of the proposed amendments would therefore support economic and regeneration benefits associated with the proposals as a whole.

Full consideration of the proposed development against the planning policy framework is considered within the original Planning Statement.

Application Documentation

The following documents are submitted in support of this application:

- Application Form and Certificates;
- Factory Planning Update for Facades prepared by OMA;
- Approved and Proposed Application Drawings prepared by OMA;
- Red Bubble Proposed Application Drawings prepared by OMA – submitted for information only to illustrate the façade changes;
- Public Realm Drawings prepared by Planit.i.e as set out in Appendix 1;
- Public Realm Design and Access Statement prepared by Planit.ie;
- Factory Programme for Landscaping Details prepared by Planit.ie and Deloitte;
- Factory Public Realm Access Statement prepared by David Bonnett Associates;
- Factory Public Realm Transport Statement prepared by Vectos;
- Surface Water Drainage scheme, as illustrated in the drawings listed at Appendix 1 prepared by Buro Happold;
- ES Technical Notes, including:
 - Addendum Heritage Note prepared by Stephen Levrant: Heritage Architecture.
 - Air Quality Technical Note prepared by Hilson Moran.
 - Traffic Technical Note prepared by Vectos.
 - Wind Technical Note prepared by Ubrban Microclimate.
- Updated Material Samples Programme prepared by OMA; and
- Planning Application Fee of £234 will be paid via in an internal transfer.

Summary and Conclusion

The site comprises approximately 1.80 ha and is located within the south western part of the St. John's Masterplan. It is broadly bounded by the River Irwell and surface car parking (currently in use for construction of the Ordsall Chord) to the west, Grape Street and the Bonded Warehouse to the east, the MSI complex, including the 1830 Warehouse (Grade I Listed) to the south and Water Street and surface car parking to the north.

The site was formerly occupied by surface car parking, the Starlight theatre (previously in use by ITV for filming and events), Water Street and the Grade II Listed Colonnaded Railway Viaduct (in part), which was also in use by ITV for filming and storage. Water Street runs through the site.

Planning Permission Ref. 114294/VO/2016 and Listed Building Consent Ref. 114370/LO/2016 were granted for the site in January 2017, which provided for the demolition of the existing Starlight Theatre and surrounding structures to facilitate the delivery of the Factory and surrounding public realm, alongside associated works to the Grade II Listed Colonnaded Railway Viaduct.

On 26 July 2018, Planning Permission Ref. 119890/VO/2018, together with a variation of condition under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to Ref. 114370/LO/2016 (Listed Building Consent Ref. 119892/JO/2018) (the '2018 Approved Scheme'), were granted to secure a number of changes to the 2017 Approved Scheme (Use Classes).

The development proposed in this application is largely unchanged from the approved development on-site. It incorporates a number of amendments which have been agreed with the Planning Authority as being Minor-Material Amendments to the determination of the original permission. The proposed amendments to the planning application will have no effect on the siting and density of the planning permission.

The amendments are proposed in response to the need to use a more suitable and safer material that will allow the angular design of the theatre to be successfully achieved. Other materials are proposed for the cladding and glazing to the truck lift and towers in response to requirements which have evolved during the construction process. Alterations to the picture window and ventilation elements of the theatre façade are appropriate to provide improved visual consistency across the façade.

The finalised public realm scheme incorporates measures to create a safe and secure environment, including lighting and CCTV. There will be a comprehensive management strategy in place for dispersal and vehicle movement, in line with the approved scheme and Event Management Strategy and Travel Plan.

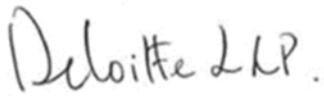
The proposed design adjustments will not intensify the use of the site nor otherwise affect the principle of development established by the existing permission on the site. The development therefore continues to be in accordance with the policies of the Development Plan as a whole and there are no material considerations which would justify refusal of the application. We therefore respectfully request that this application be supported by the Planning Authority.

Deloitte.

Real Estate

Please contact Frances Hampson (fhampson@deloitte.co.uk / 0161 455 6766) if you have any questions or require any further information.

Yours sincerely

A handwritten signature in black ink that reads "Deloitte LLP." The signature is written in a cursive, slightly slanted style.

Deloitte LLP

Appendix 1: Drawings and Documents

Approved Drawings – Ref. 119890	Proposed Drawings
MF-OMA-XX-XX-DR-A-01-0001 Rev P4 EXISTING SITE PLAN	No change
MF-OMA-XX-XX-DR-A-01-0002 Rev P4 EXISTING SITE PLAN - REDLINE BOUNDARY	No change
MF-OMA-XX-RF-DR-A-01-0003 Rev P4 EXISTING SITE PLAN - DEMOLITION PLAN	No change (not required)
MF-OMA-XX-RF-DR-A-01-0004 Rev P4 SITE PLAN - PROPOSED ROOF PLAN	No change
MF-OMA-XX-GF-DR-A-01-0005 Rev P4 SITE PLAN - PROPOSED GROUND FLOOR PLAN	No change
MF-OMA-XX-GF-DR-A-01-0006 Rev P4 SITE PLAN FUTURE CONTEXT - PROPOSED ROOF PLAN	No change
MF-OMA-XX-GF-DR-A-01-0007 Rev P4 SITE PLAN FUTURE CONTEXT – GROUND FLOOR PLAN	No change
MF-OMA-XX-GF-DR-A-10-0100 Rev P8 PROPOSED GROUND FLOOR PLAN	Rev P10
MF-OMA-XX-L1-DR-A-10-0110 Rev P8 PROPOSED LEVEL 01 PLAN	Rev P10
MF-OMA-XX-L2-DR-A-10-0120 Rev P8 PROPOSED LEVEL 02 PLAN	Rev P10
MF-OMA-XX-L3-DR-A-10-0130 Rev P8 PROPOSED LEVEL 03 PLAN	Rev P11
MF-OMA-XX-L4-DR-A-10-0140 Rev P8 PROPOSED LEVEL 04 PLAN	Rev P11
MF-OMA-XX-L5-DR-A-10-0150 Rev P8 PROPOSED LEVEL 05 PLAN	Rev P10
MF-OMA-XX-L6-DR-A-10-0160 Rev P8 PROPOSED LEVEL 06 PLAN	Rev P10
MF-OMA-XX-L7-DR-A-10-0170 Rev P8 PROPOSED LEVEL 07 PLAN	Rev P10
MF-OMA-XX-L8-DR-A-10-0180 Rev P7 PROPOSED LEVEL 08 PLAN	Rev P9
MF-OMA-XX-RF-DR-A-10-0190 Rev P8 PROPOSED ROOF PLAN	Rev P11
MF-OMA-XX-XX-DR-A-16-0010 Rev P8 SECTION AA	No change
MF-OMA-XX-XX-DR-A-16-0020 Rev P8 SECTION BB	No change
MF-OMA-XX-XX-DR-A-16-0030 Rev P8 SECTION ZZ	No change
MF-OMA-XX-XX-DR-A-16-0040 Rev P2 SECTION YY	No change
MF-OMA-XX-XX-DR-A-18-0010 Rev P8 PROPOSED NORTH ELEVATION	Rev P11
MF-OMA-XX-XX-DR-A-18-0020 Rev P8 PROPOSED EAST ELEVATION	Rev P11
MF-OMA-XX-XX-DR-A-18-0030 Rev P8 PROPOSED SOUTH ELEVATION	Rev P11
MF-OMA-XX-XX-DR-A-18-0040 Rev P8 PROPOSED WEST ELEVATION	Rev P11
MF-OMA-WH-XX-DR-A-20-0020 Rev P3 WAREHOUSE ELEVATIONS	No change
MF-OMA-WH-XX-DR-A-20-0030 Rev P3 WAREHOUSE ELEVATIONS	No change
MF-OMA-WH-XX-DR-A-20-0040 Rev P4 NORTH TOWER ELEVATIONS	MF-RYD-WH-XX-DR-A-36-001 PO1 TOWERS GA ELEVATION
MF-OMA-WH-XX-DR-A-20-0060 Rev P4 MEP TOWER ELEVATIONS	Superseded
MF-OMA-WH-XX-DR-A-20-0050 Rev P5 SOUTH TOWER ELEVATIONS	Superseded
	MF-RYD-WH-L2-DR-A-40-0519 PO1 Towers Envelope External Plan Detail 19
	MF-RYD-WH-L3-DR-A-40-0535 PO1 Towers Envelope External Plan Detail 35
	MF-RYD-WH-L3-DR-A-40-0502 PO1 Towers Envelope External Section Detail 02
	MF-RYD-WH-L6-DR-A-40-0504 PO1 - Towers Envelope External Section Detail 04

Approved Drawings – Ref. 119890	Proposed Drawings
	MF-RYD-WH-L6-DR-A-40-0510 PO1 - Towers Envelope External Section Detail 10
	MF-RYD-TH-XX-DR-A-37-0230 rev PO3 THEATRE ENVELOPE 3D VIEWS
	MF-RYD-TH-XX-DR-A-37-0202 rev PO2 THEATRE GA WEST ELEVATION
	MF-RYD-TH-XX-DR-A-41-0203 rev PO2 ROOF PLANE 1 TO 2 PROFILE SECTION DETAIL
	MF-RYD-TH-XX-DR-A-41-0204 rev PO2 ROOF PLANE 1 TO WAREHOUSE GUTTER SECTION DETAIL
XX_200 FACTORY PUBLIC REALM PLAN	MF-PLA-XX-GF-DR-L-10-0004-S4-P05 Factory Public Realm Ground Floor Layout by Planit-IE
	MF-PLA-XX-GF-DR-L-10-1000-D2-P10 Hardworks General Arrangement by Planit-IE
	MF-PLA-XX-GF-DR-L-10-1001-D2-P08 Kerbs and Edging General Arrangement by Planit-IE
	MF-PLA-XX-GF-DR-L-10-5000-D2-P05 Hardworks Details Surfaces by Planit-IE
	MF-PLA-XX-GF-DR-L-10-5001-D2-P03 Hardworks Details Surfaces by Planit-IE
	MF-PLA-XX-GF-DR-L-10-5002-D2-P02 Hardworks Details Interfaces by Planit-IE
	MF-PLA-XX-GF-DR-L-10-5005-D2-P01 Typical Hardworks Details Wayfinding Paving by Planit-IE
	MF-PLA-XX-GF-DR-L-10-5006-D2-P01 Typical Hardworks Details Highway Demarcation by Planit-IE
	MF-PLA-XX-GF-DR-L-10-5007-D2-P05 Hardworks Details interfaces by Planit-IE
	MF-PLA-XX-GF-DR-L-10-5008-D2-P04 Hardworks Details Permeable Paving Arrangement by Planit-IE
	MF-PLA-XX-GF-DR-L-10-5009-D2-P01 Typical Hardworks Details Thermoplastics Markings by Planit-IE
	MF-PLA-XX-GF-DR-L-10-7014-D2-P10 River Wall Detail by Planit-IE
	MF-PLA-XX-GF-DR-L-10-2000-D2-P04 Softworks General Arrangement Ground Floor by Planit-IE
	MF-PLA-XX-GF-DR-L-10-2000-D2-P04 Softworks General Arrangement Ground Floor by Planit-IE
	MF-PLA-XX-GF-DR-L-10-6001-D2-P06 Typical Tree Pit Details T P 1 by Planit-IE
	MF-PLA-XX-GF-DR-L-10-6002-D2-P06 Typical Tree Pit Details Ground Floor by Planit-IE
	MF-PLA-XX-GF-DR-L-10-7005-D2-P03 Typical Furniture and Hardworks Details Handrails & Steps by Planit-IE
	MF-PLA-XX-GF-DR-L-10-7001-D2-P01 Typical Furniture Details BDP Steps Interface Seating by Planit-IE

Surface Water Drainage Scheme prepared by Buro Happold:

Original Information	Updated Information	Status
-BHE-XX-XX-DR-X-01-0300-Rev C07 – Drainage General Arrangement	MF-BHE-XX-XX-DR-X-01-0300-Rev C12 – Drainage General Arrangement	Replace
-	MF-BHE-XX-XX-DR-X-01-0302-Rev P01 – Public Realm Drainage Strategy	Additional
MF-BHE-XX-XX-DR-X-01-0310-C02 – Southern Outfall Detail	MF-BHE-XX-XX-DR-X-01-0310-Rev C03 – Southern Outfall Detail	Replace
MF-BHE-XX-XX-DR-X-01-0311-Rev P02 – Southern Outfall Contribution Areas	MF-BHE-XX-XX-DR-X-01-0311-Rev P05 – Southern Outfall Contribution Areas	Replace
MF-BHE-XX-XX-DR-X-01-0330-Rev C04 – Manhole Schedule	MF-BHE-XX-XX-DR-X-01-0330-Rev C08 – Manhole Schedule	Replace
MF-BHE-XX-XX-DR-X-01-0377-Rev C02 – Manhole S3.0 Details	MF-BHE-XX-XX-DR-X-01-0377-Rev C03 – Manhole S3.0 Details	Replace
-	MF-BHE-XX-XX-DR-X-01-0378-Rev C02 – Manhole S4.0 Detail	Additional

Additional Technical Documents

Factory Planning Update for Facades prepared by OMA.

Red Bubble Proposed Application Drawings prepared by OMA – submitted for information only to illustrate the façade changes.

Public Realm Accompanying Document (PL1802-ID-02-00) prepared by Planit i.e

Public Realm Design and Access Statement (December 2020) prepared by Planit.ie.

Factory Programme for Landscaping Details prepared by Planit.ie and Deloitte.

Factory Public Realm Access Statement prepared by David Bonnett Associates.

Factory Public Realm Transport Statement prepared by Vectos.

ES Technical Notes, including:

- Addendum Heritage Note prepared by Stephen Levrant: Heritage Architecture.
- Air Quality Technical Note prepared by Hilson Moran.
- Traffic Technical Note prepared by Vectos.
- Wind Technical Note prepared by Ubrban Microclimate.

Appendix 2: Proposed Condition Wording

Condition	Amendments to Condition Wording
<p>1) The development must be begun not later than the expiration of three years beginning with the date of this permission.</p>	<p>We suggest this condition is removed.</p>
<p>2) The development hereby approved shall be carried out in accordance with the following drawings and documents:</p>	<p>See Appendix 1 for the list of revised drawings.</p>
<p>3) a) Within 3 months of the granting of this consent the following shall be submitted submitted for approval in writing by the City Council, as Local Planning Authority:</p> <p>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 included 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</p> <p>(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.</p>	<p>All samples and specifications of all material to be used on external elevations of the development shall submitted in accordance with the Factory Façade Sample Rev 04 dated 31 March 2021 prepared by OMA and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.</p> <p>The development shall be completed in accordance with the following samples and specifications:</p> <p>MF-EIP-XX-XX-DR-X-00-0101; precast concrete cladding (flat profile and sheet pile profile) sample panel; graffiti protection specification ProtectiT_100_Data_Sheet; image of St. Ambrose; and, site photographs, as presented to the City Council as local planning authority.</p>
<p>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:</p> <p>The programme shall include an implementation timeframe and details of when the following details will be submitted:</p> <p>(a) Details of the proposed hard and soft landscaping materials;</p> <p>(b) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;</p> <p>(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;</p> <p>(d) Details of the proposed street furniture including seating, bins and lighting;</p>	<p>The public realm works as set out within the Public Realm Design and Access Statement (March 2020) and:</p> <p>MF-PLA-XX-GF-DR-L-10-0004-S4-P05 Factory Public Realm Ground Floor Layout by Planit-IE;</p> <p>MF-PLA-XX-GF-DR-L-10-1000-D2-P10 Hardworks General Arrangement by Planit-IE;</p> <p>MF-PLA-XX-GF-DR-L-10-1001-D2-P08 Kerbs and Edging General Arrangement by Planit-IE;</p> <p>MF-PLA-XX-GF-DR-L-10-5000-D2-P05 Hardworks Details Surfaces by Planit-IE</p> <p>MF-PLA-XX-GF-DR-L-10-5001-D2-P03 Hardworks Details Surfaces by Planit-IE</p> <p>MF-PLA-XX-GF-DR-L-10-5002-D2-P02 Hardworks Details Interfaces by Planit-IE</p>

Condition	Amendments to Condition Wording
<p>(e) Details of any external steps and handrails;</p> <p>(f) Details of the building and public realm lighting scheme;</p> <p>(g) Details of a signage strategy in relation to way finding within the development and associated public realm;</p> <p>(h) Details and location of traffic calming measures and management of crossings within public realm;</p> <p>(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</p> <p>In terms of the illuminated with art work projections:</p> <p>(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.</p> <p>(b) No individual projection shall be displayed for duration of less than 10 seconds.</p> <p>(c) Controls shall be in place to ensure smooth uninterrupted transition of projections displayed.</p> <p>(d) There should be a mechanism in place such as a sensor designed to adjust the brightness to changes in ambient light levels.</p> <p>(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.</p> <p>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</p>	<p>MF-PLA-XX-GF-DR-L-10-5005-D2-P01 Typical Hardworks Details Wayfinding Paving by Planit-IE</p> <p>MF-PLA-XX-GF-DR-L-10-5006-D2-P01 Typical Hardworks Details Highway Demarcation by Planit-IE</p> <p>MF-PLA-XX-GF-DR-L-10-5007-D2-P05 Hardworks Details interfaces by Planit-IE</p> <p>MF-PLA-XX-GF-DR-L-10-5008-D2-P04 Hardworks Details Permeable Paving Arrangement by Planit-IE</p> <p>MF-PLA-XX-GF-DR-L-10-5009-D2-P01 Typical Hardworks Details Thermoplastics Markings by Planit-IE</p> <p>MF-PLA-XX-GF-DR-L-10-7014-D2-P10 River Wall Detail by Planit-IE</p> <p>MF-PLA-XX-GF-DR-L-10-2000-D2-P04 Softworks General Arrangement Ground Floor by Planit-IE</p> <p>MF-PLA-XX-GF-DR-L-10-2000-D2-P04 Softworks General Arrangement Ground Floor by Planit-IE</p> <p>MF-PLA-XX-GF-DR-L-10-6001-D2-P06 Typical Tree Pit Details T P 1 by Planit-IE</p> <p>MF-PLA-XX-GF-DR-L-10-6002-D2-P06 Typical Tree Pit Details Ground Floor by Planit-IE</p> <p>MF-PLA-XX-GF-DR-L-10-7005-D2-P03 Typical Furniture and Hardworks Details Handrails & Steps by Planit-IE</p> <p>MF-PLA-XX-GF-DR-L-10-7001-D2-P01 Typical Furniture Details BDP Steps Interface Seating by Planit-IE</p> <p>prepared by Planit.ie shall be implemented prior to the 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.</p>

Condition	Amendments to Condition Wording
	<p>a) All samples and specifications of hard and soft landscaping materials shall be presented to the City Council as local planning authority in accordance with a programme to be agreed.</p> <p>b) The final outstanding details of the public realm shall be submitted and approved by the City Council as Local Planning Authority in accordance with the Factory Programme for Landscaping Details dated 11 March 2020, which shall include:</p> <ul style="list-style-type: none"> i) Details of a signage strategy in relation to way finding within the development and associated public realm; and, ii) Details of illuminated with art work projections and details. iii) Details of the building and public realm lighting scheme <p>In terms of the illuminated with art work projections:</p> <p>(i) 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.</p> <p>(ii) No individual projection shall be displayed for duration of less than 10 seconds.</p> <p>(iii) Controls shall be in place to ensure smooth uninterrupted transition of projections displayed.</p> <p>(iv) There should be a mechanism in place such as a sensor designed to adjust the brightness to changes in ambient light levels.</p> <p>(v) 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.</p>
<p>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</p>	<p>5) Before first occupation, with the exception of a 'test' event as agreed with MCC, 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</p>

Condition	Amendments to Condition Wording
<p>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.</p>	<p>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.</p>
<p>6) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. 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 secured by design accreditation.</p>	<p>a) The development shall only be carried out in accordance with relevant recommendations of the Crime Impact Statement Version A dated October 2016 prepared by Greater Manchester Police. b) Within six months of the first occupation of the development hereby approved, written confirmation of Secure by Design accreditation shall be submitted to and approved in writing by the City Council as local planning authority.</p>
<p>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 banksmen 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.</p>	<p>Before first occupation, with the exception of a 'test' event as agreed with MCC, 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 banksmen 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.</p>
<p>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.</p>	<p>The development shall be carried out in accordance with the approved Foundation Works Risk Assessment dated 2 October 2018 and the Land Contamination Survey and Outline Remediation Strategy dated 1 October 2018.</p>
<p>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</p>	<p>10) Before the development hereby approved is first occupied, with the exception of a 'test' event as agreed with</p>

Condition	Amendments to Condition Wording
<p>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.</p>	<p>MCC, 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.</p>
<p>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.</p> <p>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.</p>	<p>The development shall be carried out in accordance with the approved surface water drainage scheme, as shown on the following drawings and documents:</p> <p>MF-BHE-XX-XX-DR-C-01-0300 rev. C11 – Proposed Drainage General Arrangement (updated);</p> <ul style="list-style-type: none"> • MF-BHE-XX-XX-DR-C-01-0310 rev. C02 – Southern Outfall Detail (unchanged); • MF-BHE-XX-XX-DR-C-01-0311 rev. P04 – Southern Outfall Contribution Areas (updated); • MF-BHE-XX-XX-DR-C-01-0330 rev. C07 – Manhole Schedules (updated);

Condition	Amendments to Condition Wording
<p>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.</p>	<ul style="list-style-type: none"> • MF-BHE-XX-XX-DR-C-01-0360 rev. C04 – Replacement Sewer Key Plan and Longitudinal Section (unchanged); • MF-BHE-XX-XX-DR-C-01-0377 rev. C03 – Manhole S3.0 Details (updated); • MF-BHE-XX-XX-DR-C-01-0362 rev. C03 – Replacement Sewer Manhole Details Sheet 2 (unchanged); • MF-BHE-XX-XX-DR-C-01-0305 rev. C02 – Upper Viaduct Drainage GA (unchanged); • MF-BHE-XX-XX-DR-C-01-0306 rev. C02 – Upper Viaduct – Drainage Details (unchanged); • MF-BHE-XX-XX-DR-C-01-0378 rev. C02 – Manhole S4.0 Detail (new); • MF-BHE-XX-XX-DR-C-01-0302 rev. P01 – Public Realm Drainage Strategy (new); • 034933 Central Outfall Hydraulic Calculations (unchanged); • 034933 Southern Outfall Hydraulic Calculations (unchanged); • 20190620 Factory River Wall Survey (unchanged); • Peel Correspondence – Licensing Requirements (unchanged); and, • The Factory – Southern Outfall Methodology Proposal (unchanged).