Report

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Planning Statement

Mayfield Depot, Manchester

The Depot Management Company Ltd

November 2013

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For and on behalf of GVA Ltd

1. Introduction

1.1 This Planning Statement has been prepared by GVA on behalf of The Depot Management Company Ltd. The Depot Management Company Ltd (hereafter referred to as the 'Applicant') is seeking to obtain planning permission for the temporary change of use the Mayfield Depot (hereafter referred to as the 'Site').

1.2 This planning application seeks temporary change of use from Warehousing, Storage and Distribution Use (Class B8) to Art Gallery and Exhibition, Conference and Event, Leisure and Dance Venue (class D1, D2 and Sui Generis).

1.3 This statement sits alongside the various individual technical assessments and supporting documentation and should be read in conjunction with them. The statement does however seek to summarise the compliance of the scheme against the main technical and planning policy requirements and is structured as follows:

- **Chapter 2 – The Planning Application:** documenting the content of the planning application.
- **Chapter 3 Development Rationale & Vision:** outlining the overall concept and rationale to the development proposal;
- **Chapter 4 Application Site & Context:** explaining the site composition and its context;
- **Chapter 5 Proposed Development:** explaining the development proposal itself;
- **Chapter 6 Regeneration & Policy Framework:** providing an account of relevant regeneration initiatives and planning policy context;
- **Chapter 7 Key Issues & Summary:** providing the planning assessment of the proposals against the key issues posed by development plan policy and other material considerations; and
- **Chapter 8 Conclusion:** summarises the contents of this statement and confirms the acceptability and significant merit of the proposal.

2. Planning Application

2.1 The planning application is made for the following:

Temporary Change of Use from Warehousing, Storage and Distribution Use (Class B8) to Art Gallery and Exhibition, Conference and Event, Leisure and Dance Venue (Class D1, D2 and Sui Generis).

2.2 This statement forms part of the wider comprehensive application submission which includes the following documentation:

- Application Covering Letter, Application Forms and relevant Certification (duly signed).
- **Statement of Community Involvement** - details consultation activities undertaken by the applicant consultant team with local residents and businesses, local organisations, statutory consultation bodies and officers from the Council;
- **Plans** – a series of plans are submitted for approval;
- **Transport Statement** – sets out the existing transport conditions, and details the transport issues relating to the proposed development. Measures that can be put in place to ensure minimal detrimental traffic impact are discussed;
- **Noise Assessment** – provides an assessment of the potential noise impact of the proposed development and recommends mitigation measures to minimise any detrimental impact;
- **Asbestos Report** – SM&MS consulting
- **Ecology (Preliminary Ecological Appraisal)** – sets out an evaluation of the potential ecological constraints, identifying the likely presence of ecological features that could be a potential constraint to the proposed development. Mitigation measures and enhancement opportunities are also discussed;
- **Crime Impact Statement** – identifies the crime and disorder effects of a proposed development and sets out any mitigation measures that may be undertaken;
- **Design & Access (D&A) Statement** – explains the design evolution and rationale that has informed the development of the proposal for the site, and outlines the design principles that underpin the proposal;
- **Planning and Regeneration Statement** – summarises the compliance of the proposed scheme against planning policy;

- **Health and Safety Event Management Plan (14/11/2013)** – summarises the health and safety arrangements and risk assessments that will be implemented;
- **Premises Licence.**

Pre-application Consultation

2.3 Pre-application consultation has taken place in order to inform key stakeholders and the local community of the proposals. A separate Statement of Community Consultation has been submitted by the Applicant, which demonstrates compliance with national and local policies, requiring developers to engage with the Council, community and interested parties, prior to submitting a planning application.

2.4 In-depth discussions have been held with Officers in both the Planning and Environmental Health departments of Manchester City Council, in order to confirm application content, methodology for technical reports and identify key issues which required particular attention, when submitting the change of use application for the Mayfield Depot.

2.5 Discussions have also taken place with Greater Manchester Police, Greater Manchester Fire Service and the British Transport Police, in order to identify any issues which may arise from the change of use of the Mayfield Depot to an events venue and also to reach an agreement regarding conditions of operation, which will mitigate the issues identified.

2.6 Public consultation has also taken place, which was advertised via a range of media types, including Manchester Confidential, Manchester Evening News and ITV News. A leaflet drop occurred to inform c.5,000 local residents and businesses of the consultation event.

2.7 The event was held at the MacDonald Hotel, located to the west of the site. The event involved a presentation of the scheme from the Applicant, followed by a Q&A and site visit of the depot.

2.8 Issues raised during the event included the following:

- Concerns regarding noise levels, especially at DJ led events;
- Dispersal of people following the events; and
- Potential for anti-social behaviour in the area.

2.9 The concerns of attendees of the consultation event have been taken into account throughout the development of the proposals, resulting in the production of a

detailed Health & Safety Event Management Plan, which deals with each issue in depth.

3. Development Rationale & Vision

3.1 The planning application is made for the following:

Temporary Change of Use from Warehousing, Storage and Distribution Use (Class B8) to Art Gallery and Exhibition, Conference and Event, Leisure and Dance Venue (Class D1, D2 and Sui Generis).

3.2 The project has been guided by the following vision:

"Our vision is to realise a unique opportunity, operating the Mayfield Depot to attract an exciting array of cultural events that will benefit from a significant regional, national or international reputation. We envisage the site hosting a variety of creative and innovative events with partners ready to take on the exciting challenge of the Mayfield Depot."

3.3 The new 'Depot Management Company Ltd' was created in response to the huge success of the Manchester International Festival which was held at the Mayfield Depot. This is to aid driving forward the vision of creating a world class, temporary, cultural venue at the Depot, something which is not currently seen in Manchester.

3.4 The size and scale of the building will make it possible to attract projects that would have a significant regional, national or international reputation and appeal, the benefits of which will be far reaching.

3.5 At this stage, and in anticipation of planning permission, talks are taking place with a number of potential partners for a variety of event orientated uses. The first events are planned to take place in summer 2014, dependent upon the receipt of required permissions.

Conceptual Examples

3.6 Inspiration has been taken from the following global examples of similar developments:

- Tate Modern Turbine Hall, London;
- Park Avenue Armouries, New York; and
- The Gasometer in Oberhausen, Germany.

3.7 The above examples are large buildings, which have been reimagined into successful and significant cultural icons in their own rights, and have led to major investment in their local areas.

The Longer Term Future

3.8 The site is anticipated to be developed as part of the investment and development within the wider area, associated with the future improvements to Piccadilly Station and including the development of High Speed Rail 2.

3.9 Manchester City Council's Mayfield Strategic Regeneration Framework (Draft Addendum Statement, August 2013) aims to drive economic growth in the wider area including and surrounding the site. The Framework also aims to attract major new employers to the area in the future, driving forward the economic development of the Mayfield area.

3.10 The proposed change of use of the Mayfield Depot is for a temporary period only, and therefore will not affect the long term vision for the Mayfield area and having no significant effect on the delivery of the framework, details of which can be found in Section 6 of this Planning Statement.

4. Application Site & Context

The Site and its Surroundings

The Site

4.1 The application site lies to the east of Manchester City Centre, and to the south east of Piccadilly Station.

4.2 The site is bounded by Travis Street Fairfield Street and Temperance Street to the north, Baring Street to the west and Hoyle Street to the east. Located to the south of the site is the Baring Industrial Estate and the River Medlock, which is partly culverted in this area.

4.3 The application boundary encompasses the site of the discussed Mayfield Station building, focusing upon the temporary use of the ground floor depot (the 'Mayfield Depot') space running parallel to Fairfield Street.

4.4 No proposals are made for the reuse of the existing station ticket hall and entrance building fronting Travis Street.

Existing Buildings

4.5 The Mayfield depot forms part of the wider Mayfield Station complex. The station, which was built in 1910 as an overflow to Piccadilly, servicing routes to South Manchester and Cheshire.

4.6 The station was accessed via the main station building on Travis Street, providing a route to the first floor platforms and originally via a footbridge, connecting it to Piccadilly Station. Following the modernisation of the neighbouring Piccadilly Station in 1960, Mayfield was closed to passengers.

4.7 Between 1970 and 1986, the station was used as a parcel depot. Royal Mail constructed a sorting office on the opposite side of the main line and connected it to Mayfield with an overhead conveyor bridge, which crossed the throat of Piccadilly Station. This has now been demolished.

4.8 The building has remained disused since the departure of Royal Mail. The tracks into Mayfield Station were removed in 1989 as part of the remodelling of the Piccadilly Station layout. The parcel conveyor bridge was removed in 2003.

4.9 The main entrance hall, at the junction of Baring/Travis Street, was gutted by fire in 2005 and in 2013, the platform roof was dismantled due to structural and health and safety risks (Prior Approval ref. 097388/DEM/2011/C2).

4.10 Underneath the station platforms which were constructed to broadly similar heights to the Piccadilly Station platforms, a large depot space was created that was used as storage for the parcel depot, and has over the past 25 years been leased as a storage and warehouse space.

4.11 Along Fairfield Street, access is provided to the depot space via archway entrances, which acted as frontages for tenants.

4.12 Outside this frontage is an area of hard standing and hand rails and stairs providing access to the units.

The Surrounding Area

4.13 The surrounding area has suffered at ground level as a result of the intensification of railway infrastructure in this area over the past 150 years and has resulted in the street pattern being defined by the route of the elevated railway. Despite being just a few hundred metres from the taxi and drop off entrance of Piccadilly Station, the surroundings of the Mayfield depot form an abrupt end to the commercial centre of Manchester as footfall and activity decrease rapidly.

4.14 The Star and Garter public house is located on Fairfield Street, adjacent to the platform ramp and ticket hall. The building was Grade II listed in June 1998. Car parking for the pub is provided to the east and to the rear of the pub. An advertising billboard forms the boundary of the Star and Garter site.

4.15 To the south of the site are a number of small industrial units forming the Barings Industrial Estate as well as several storage yards and units. This area, referred to as Mayfield by the Manchester City Council Strategic Regeneration Framework is dominated by industrial uses and has little footfall.

4.16 The elevated railway line bounds Fairfield Street, and boarded arches immediately face the Mayfield Depot entrance.

4.17 To the north and east of the site, railway architecture dominates the site, providing minimal streetscape and limited connections. Temperance Street is bounded on both sides by railway arches, creating a cavern like street scape. Arches are occupied by a range of small industrial uses, storage and cash and carry purposes.

4.18 Land to the west of the site has been subject to residential and hotel development. The MacDonald Piccadilly Hotel is located on London Road. The Unite operated student halls, 'Piccadilly Place', is located on Travis Street. To the rear of the Unite complex lies a further student hall complex called Liberty Point.

4.19 A car park and electricity substation forms a buffer between the Unite Halls and Fairfield Street.

4.20 Due to its proximity to the Piccadilly Station taxi rank, Baring Street is used as an taxi waiting area.

Access, Transport and Parking

4.21 The site is located within short walking distance to Manchester Piccadilly, which is Manchester's main station with trains running to major locations in the UK including 3 trains per hour to London, with a journey time of just over 2 hours. The station provides 20-minute connections directly to Manchester International Airport and is a major hub for rail links across the North West and Greater Manchester conurbation.

4.22 The site is located within close walking distance to the Piccadilly Metrolink Station. Metrolink provides frequent services to Oldham, Rochdale, Eccles, Media City, Easy Didsbury, Ashton and Bury.

4.23 Proximity to the main city centre bus station at Piccadilly Gardens and Chorlton Street Bus Station means that the site is accessible to the Greater Manchester bus network,

4.24 Greater Manchester has 1,142km of cycle routes with more proposed. Piccadilly Station connects bicycle routes running north and a main east-west Sustrans route.

4.25 The site is easily accessible to pedestrians. Adjacent to Piccadilly Station, the location provides ready access to Piccadilly Gardens and to the key commercial, administrative, academic, retail and leisure facilities of the City.

Planning History

4.26 Table 1 below provides a summary of the applications made within the application site red boundary. The history details permissions granted since 1973 (start date of Manchester City Council's online records).

4.27 As the table indicates, there is a limited planning history for the site that until recently had not extended beyond signage and advertisement consents, and alterations to the operation of light industrial units.

Table 1 Application Site Planning History

Application Reference	Description	Decision	Date of decision
102883/FO/2013/C2	Change of use from warehousing, storage and distribution use (class B8) to conference and event, leisure and dance venue (sui generis)	Withdrawn	11/09/2013
097388/DEM/2011/C2	Prior approval for the demolition of roof and supporting structure	Approved	07/11/2012
082105/AOH/2007/C2	Installation of 1 no. externally illuminated 96 sheet advertisement with associated fencing structure and 1 no. externally illuminated banner shroud to the Travis Street elevation of the building	Refused	27/04/2007
065207/AOH/CITY 2/02	Large scale temporary illuminated banner display including promotion of the 2002 Commonwealth Games	Approved	11/07/2002
061382/FU/CITY2/01	Change of use from B8 use to vehicle washing/ valeting, B1, B2 and B8 uses	Approved	06/04/2001
044768/FO/CITY2/93	Variation of condition no. 2 attached to planning ref F39222 to allow for the garaging for a maximum of 10 commercial vans	Approved	15/02/1994
39222	Change of use and alterations to tracks and platforms to provide long stay car park and parking for commercial vehicles	Approved	23/10/1991
37702	Change of use to car park	Approved	06/06/1991
25695	Alteration of existing railway arches to be sued as individual units for light industrial, workshop, warehouse and car repairs use	Approved	17/01/1986

22770	Change of use of arches 5, 6, 9 and 10 from storage to light industrial use and arches 7 and 8 for vehicle repairs, including 5 new accesses to Temperance Street	Approved	23/10/1984

5. Proposed Development

5.1 The planning application is made for the following:

Temporary Change of Use from Warehousing, Storage and Distribution Use (Class B8) to Art Gallery and Exhibition, Conference and Event, Leisure and Dance Venue (Class D1, D2 and Sui Generis).

5.2 The vision for the project is detailed below:

"Our vision is to realise a unique opportunity, operating the Mayfield Depot to attract an exciting array of cultural events that will benefit from a significant regional, national or international reputation. We envisage the site hosting a variety of creative and innovative events with partners ready to take on the exciting challenge of the Mayfield Depot."

5.3 The proposed development involves the temporary use of the Mayfield Depot for the hosting of a range of cultural events, ranging from arts and sport to film, music and conference facilities.

Arts & Culture

Visual Arts

5.4 The sheer size and scale of the Depot means that there is an opportunity for large, and even bespoke commissions, to be placed in the space. Collobration with a number of local art galleries, such as the Manchester Art Gallery and Tate Liverpool, is being looked into, alongside discussions with national and international institutions to bring pieces and exhibitions to the Depot and Manchester. This will enable work to be displayed in Manchester, which has been desired in the past, but there has been previously been insufficient space or capacity to host it.

Performance Arts – Theatre & Dance

5.5 The Depot provides a great backdrop to a variety to theatre, film and dance performances; the space is flexible to allow for many different layouts and staging needs to suit the requirements of a range of users. With the success of Manchester International Festival (MIF) and performances by companies such as Punch Drunk, there is evidently a huge appetite from audiences to experience performance beyond the confines of traditional theatre space. The applicant is open to working with theatre and dance companies, as well as film promoters.

5.6 MIF is committed to programming work in the space for the next 2 festivals and should artists be available in the interim years also, they will be engaged with and welcomed to Manchester Depot as a venue.

Sport

5.7 Sports and brands are increasingly looking to break into new markets, with sport being brought into new and interesting places to great effect. The backdrop of the Depot is a great industrial home for a range of sports such as badminton, 5-a-side-football and tennis. However, this will require the right brand and sport combination to be identified.

Film

5.8 The Mayfield Depot provides the perfect setting for those film promoters looking to create a unique cinematic experience that has not been seen before, such as secret cinema and future cinema.

5.9 The Depot will also be available to film makers and TV companies for location use. Product and campaign launches can also be held at Depot demonstrating the flexibility of the space to meet user's needs.

Music

5.10 As seen with the critically acclaimed Massive Attack show, the Depot is an amazing venue for live music performance and this will be an important part of the Depot offer. A varied programme of live music events is hoped for, including DJ events. It is important to note that any DJ nights will be limited to 25 events a year.

5.11 The legendary Warehouse Project has shown interest in the Depot and are enthusiastic to use the space as a venue.

5.12 We see the Depot as sitting between the Manchester Apollo and Manchester Arena venues and believe that it will fill a gap in the music scene in Manchester.

Food & Drink

5.13 Two of the country's best chefs, Aiden Byrne and Simon Rogan, have recently opened restaurants in Manchester, alongside Jamie Oliver and James Martin's restaurants, Manchester's food renaissance is obviously apparent.

5.14 There is huge scope for the Mayfield Depot to work with the Manchester Food and Drink Festival to bring something very different, unexpected and delightful to the Depot. Both parties are enthusiastic for this to take place at the Depot.

Fashion and Retail

5.15 Manchester is home to many great fashion labels from Bench to Umbro and has a long, exciting history with fashion. The Mayfield Depot would envisage working with Manchester Fashion Network to develop a hybrid of pop up fashion shows and retail events to take place throughout the year.

Conferences

5.16 Manchester has a growing reputation as an excellent international conference centre. It is anticipated that the Mayfield Depot will contribute to this offering, providing a unique, interesting venue space, especially in instances where the Convention Centre is unavailable.

6. Planning and Regeneration Framework

6.1 This following section sets out a brief summary of the relevant planning policies against which the development should be measured. The section refers to national planning policy, as set out in the NPPF (published in March 2012), and the following policy documents from the LPA, Manchester City Council:

- Core Strategy DPD (adopted July 2012);
- The extant UDP policies;
- Guide to Development in Manchester SPD (adopted April 2007);
- Design for Access 2 (adopted December 2003);
- Mayfield Strategic Regeneration Framework;
- Draft HS2 Strategic Regeneration Framework; and
- A Strategic Plan for Manchester City Centre (2009-2012).

6.2 In addition, the policies of The Greater Manchester Combined Authority's (GMCA) draft Greater Manchester Strategy (2013-2020), is reviewed as emerging policy.

6.3 Section 7 of the Planning Statement demonstrates the compliance of the proposed development with the policies detailed below.

National Planning Policy

6.4 The National Planning Policy Framework was published and came into force on 27th March 2012. One of the main themes of the NPPF is the presumption in favour of sustainable development, which is defined as:

> *"meeting the needs of the present without compromising the ability of future generations to meet their own needs"*

6.5 The NPPF states that sustainable development has economic, social and environmental elements. Furthermore, paragraph 197 of the NPPF states that:

> *"in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development"*

6.6 The following demonstrates how the proposal meets the overarching principles of sustainable development, as set out in the NPPF, in terms of economic, social and environmental benefits.

6.7 Section 1 of the NPPF **Building a strong and competitive economy** stresses the need for the planning system to encourage economic growth and job creation. Furthermore, it is the responsibility of Local Planning Authorities (LPAs) to plan proactively for economic growth. Para. 21 states that plans should meet the business needs of an area and seek to address possible barriers to investment, including a poor environment or lack of infrastructure, housing and services.

6.8 Paragraph 30, Section 4 of the NPPF **Promoting sustainable transport** favours sustainable modes of transport in order to reduce greenhouse gas emissions and congestion.

6.9 Good design is a key aspect of sustainable development, as set out within Section 7, **Requiring good design**. Para. 61 states that planning policies and decisions should address the connections between people and places and ensure that new development is positively integrated into the natural, built and historic environment.

6.10 Section 8, **Promoting healthy communities**, states that planning decisions should promote and encourage community interaction, including through mixed use development. Development proposals should create safe and accessible environments where crime and disorder, and fear of crime, do not undermine quality of life or community cohesion, and enhance the sustainability of communities and residential environments.

6.11 Section 10, **Meeting the challenge of climate change, flooding and coastal change**, requires development proposals to aspire to reduce levels of greenhouse gases and emissions by promoting sustainable development. Schemes should also consider the effects upon flooding and drainage.

Local Planning Policy

Core Strategy (adopted July 2012)

6.12 Policy SP1 identifies the key spatial principles guiding the strategic development of Manchester through to 2027. The policies specify that the regional centre will be the focus for economic and commercial development, retail, leisure and cultural activity.

6.13 Policy CC1 states that provision of a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities will be encouraged in the City Centre.

6.14 Policy CC4 reiterates that the City Centre will be the focus for culture and leisure in the region. Proposals to improve the appearance, use and accessibility of all cultural and visitor attractions and associated facilities will be supported.

6.15 Policy C1 sets out the hierarchy of centres in the region. The City Centre is identified as the regional focus for commerce, culture, leisure and tourism.

6.16 Policy C10 states that development that supports the evening economy and a balanced and socially inclusive evening/ night-time economy will be permitted, subject to the following considerations:

- Cumulative impact – where there is already a concentration of bars (A4), hot food takeaways (A5) and other night-time uses which are detrimental to the character or vitality and viability of the centre, there will be a presumption against further facilities.
- Residential amenity – the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance.
- Balance – new uses in Manchester centres (including the City Centre) should support both the day-time and evening/ night-time economies whilst not undermining the role of the primary shopping area.

6.17 Policy T1 states the council will support proposals that encourage use of a more sustainable transport system, shifting away from reliance on the car.

6.18 Policy T2 describes that the council will seek to ensure that new development:

- Is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres and leisure.

6.19 Policy EN1 states that all development in Manchester must have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be realised wherever possible.

6.20 Policy EN14 states that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. An appropriate FRA will be required for all development proposals (including change of use) on sites greater than 0.5 ha within Critical Drainage Areas and Canal Hazard Zones.

6.21 Policy EN15 states that the Council will seek to maintain or enhance sites of biodiversity value throughout the City with particular consideration given to protected and priority species as listed in the Manchester Biodiversity Strategy and those within

the Greater Manchester Biodiversity Action Plan. Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/ or compensation.

6.22 Policy EN19 requires all developers to demonstrate their consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, final disposal).

Extant Unitary Development Plan Policies (saved July 2012)

6.23 Policy DC26.1 seeks to reduce the impact of noise on people living and working in the City.

6.24 DC26.3 states that proposals likely to result in unacceptably high levels of noise will not be permitted in residential areas or near to noise sensitive uses such as hospitals or schools.

6.25 DC26.4 describes that where the council believes that a new proposal will generate potentially unacceptable levels of noise, it will require the applicant to provide an assessment of the likely impact and of the measures proposed to deal with that noise satisfactorily.

6.26 Policy DC26.5 states that the Council may seek to control noise levels by requiring high levels of noise insulation where appropriate.

6.27 Policy DC26.6 states that exceptions will be considered on their merits, in light of consultation with local residents.

Guide to Development in Manchester SPD (adopted April 2007)

6.28 The SPD states that proposals should seek to ensure that the use of buildings reflects their purpose and the place in which they are located. Developments should enliven and define neighbourhoods and promote a sense of place.

6.29 Development proposals should have regard for the location of sustainable public transport and its proximity.

6.30 Developments that remain flexible and allow for new users and functions to take over will be supported. Internal space within buildings should be designed such that it retains a long-term flexibility for adaptation for use by future users.

6.31 Proposals should ensure that the development is fully accessible for disabled people. Developers will be expected to produce an access statement, identifying their philosophy and approach to inclusive design.

6.32 The conversion of existing buildings for a range of new uses is encouraged, with the completed schemes maximising accessibility for all.

6.33 Crime prevention measures should be demonstrated by applicants in their D&A Statements as having been considered in the design of the proposal. The following should be borne in mind:

- Informal surveillance should be promoted.
- Entry and exit from the buildings should be monitored either by person or CCTV.
- Good lighting, appropriate landscaping and clearly identified routes should be used to ensure that persons visiting the building are protected.
- Internal design should foster stewardship, minimise the risk and fear of crime, and accommodate the public without compromising amenity and the safety of uses.

6.34 New development proposals will be expected to contribute positively to the identity and quality of the City Centre. The council will seek quality in the alteration of existing buildings so that a positive influence is exacted on the visual appearance of the City Centre and the quality of the environment.

Design for Access 2 (adopted December 2003)

6.35 Design for Access 2 is Manchester City Council's best practice guidance of inclusive design standards. It is based upon the social model of disability and reflects current government guidance.

6.36 **Chapter 6** details that disabled people should be able to use the same entrance as able-bodied people, and therefore the approach to and entrance into a building should ideally be level or adhere to the guidelines for ramps.

6.37 **Chapter 9** states that handrails should be provided to all of ramps, stairs and steps and should conform to the required guidelines.

6.38 **Chapter 10** describes the requirements for external and internal doors, including single, double, sliding and revolving doors. In the case of revolving doors, there should also be a door suited for disabled access nearby.

6.39 **Chapter 11** looks at the design and fitting of doors and entry systems, applying both to external and internal doors.

6.40 **Chapter 12** looks at door and window furniture and describes the balance between security from intrusion and the ability to provide means of internal escape. Ultimately, door and window furniture should not in itself cause a hazard or obstruction.

6.41 **Chapter 14** describes the requirements of corridors and internal spaces.

6.42 **Chapter 15** states the requirements of internal stairs, with **chapter 16** looking at the requirements for lifts.

6.43 **Chapter 17** describes the requirements surrounding toilets, including access, door fastenings, width requirements and emergency assistance systems.

6.44 **Chapter 22** states the requirements for surfaces and finishes.

6.45 **Chapter 23** describes that the design of buildings should incorporate a range of communication systems to ensure that all possible aids to communication are available and that there are no physical barriers to communication.

6.46 **Chapter 24** states that signage and way-finding strategies should include signs for information about services and facilities, direction to key areas, identification for rooms and spaces, and safety warnings and advice.

6.47 **Chapter 25** describes the requirements regarding lighting, and **chapter 26** states the requirements for sound.

6.48 **Chapter 27** states that all external and internal fixtures, fittings and features should be designed to ensure that they are easily maintained.

Mayfield Strategic Regeneration Framework (SRF) – Draft Addendum (August 2013)

6.49 The Mayfield SRF vision entails a series of significant regeneration benefits, helping to drive economic growth in the wider area. Its location and scale of development are seen as providing an opportunity to attract major new employers to the City. It is important to note that this proposal, as a temporary change of use for 3 years, will not affect the longer term vision of the regeneration of the Mayfield area.

6.50 The Mayfield SRF describes a series of key principles, underpinning the regeneration vision:

- 'Sense of Place' – a distinctive new destination for Manchester, that ensures vitality at all times and is welcoming and safe.
- Character – the site has few remnants of historic fabric, and has become dilapidated, thus giving rise to an opportunity to give the area a fresh and distinctive character.
- New public park – a substantial, publicly accessible amenity that focuses on the Medlock, provides recreation opportunities, enhances biodiversity and is connected to the wider city via safe and attractive routes.
- Mix of uses – a diverse range of uses to create a 24/7 piece of city. The vision comprises offices, new homes, hotels, cafés, bars and retail.
- Connectivity – improvement of the area's functionality and linkages by transforming existing routes to the City Centre, Piccadilly Station, Medlock Valley and the Oxford Road Corridor. Additional linkages to transport will include the rail, tram, bus and car connections, including HS2.
- Design quality – buildings, streets and spaces that meet high quality architectural and urban design standards.
- Sustainability – facilitating a site-wide strategy that addresses all aspects of sustainability and supports Manchester's drive towards being an exemplary low carbon city.

6.51 The SRF indicates a 12 year delivery period post demolition of the existing buildings and site clearance and preparation. No timescale as to the commencement of the realisation of the vision is provided.

HS2 Manchester Piccadilly Strategic Regeneration Framework (SRF) – Draft (August 2013)

6.52 The HS2 SRF sets out the regeneration potential for the area around Piccadilly, including the integration of the Mayfield SRF.

6.53 The proposals for the regeneration of the area include:

- Maximising opportunity – using HS2 as a catalyst for creating a new gateway into the city, and extending the city centre eastwards.
- Place making – creating a new district around the station with public spaces, streets and buildings that empower people, generate activity, and promote civic pride.

- Townscape integration – creating an area with its own character but also as a seamless extension of the city centre.
- Transport connectivity – creating proposals that capture the potential of Piccadilly Station to be one of the world's great transport buildings and multimodal transport interchanges.

6.54 Linking the HS2 regeneration to the regeneration of Mayfield is key. Together the areas define the new gateway area of the city, enhancing connectivity beyond their confines and acting as a catalyst for wider regeneration.

6.55 The Mayfield SRF does not depend on HS2 and will be delivered as a separate, first phase.

A Strategic Plan for Manchester city centre (2009 – 2012)

6.56 The Strategic Plan for Manchester identifies the city as being at the leading edge of innovation and creativity. The vision is to build on this success and become a city defined by its diversity of offer. Manchester will achieve this by ensuring that Manchester is a place to invest, driven by creative, leisure and tourism sectors.

6.57 A further objective of the plan is to develop a permanent visitor offer which can support the off-peak and off-season hotel trade. The Strategic Plan also recognises the growing needs of the conference and convention sector within Manchester city centre.

6.58 The site is located within the Eastern Gateway sub-area, which is recognised as having potential to contribute towards the growth of the city centre, with significant scope for mixed uses – including some large floorplate developments. However, the area is currently characterised by a poor quality environment and poor permeability both within the area and with surrounding areas. As a result, the Eastern Gateway needs to be fully integrated with the rest of the city centre.

6.59 The site is specifically referred to within the Strategic Plan:

'The former Mayfield Goods Station, adjacent to Piccadilly Station, provides significant potential for development, capitalising on its strategic location at a major transport hub. Given its scale and location at the heart of Eastern Gateway, its redevelopment is a key priority.'

6.60 Clearly, the need to reuse and redevelop the Mayfield Depot is a crucial part of the wider area's regeneration and future development.

Emerging Planning Policy

Draft Greater Manchester Strategy (GMS), 2013-2020 (last updated March 2013)

6.61 The GMS has been developed by the Greater Manchester Combined Authority (GMCA). It provides an update from the 2009 vision, and establishes a vision for Greater Manchester in 2020.

6.62 The overarching vision is that of securing long-term economic growth and enabling the city region to fulfil its economic potential. Objectives for realising the vision focus primarily around economic and socio-economic targets.

6.63 Identifying and encouraging new employment land is identified as key to creating conditions for growth. Investment in Manchester as a place to invest, live and visit is encouraged, through expanding the quality of the business, cultural and lifestyle sectors on offer.

7. Key Issues & Summary

7.1 To inform the overall planning assessment, this section sets out consideration of the key issues to be addressed, based upon the relevant policy and regeneration context, findings of technical assessments and issues established during pre-application consultation with key stakeholders and the local community.

7.2 The following issues are dealt with in turn:

1. **Principle of development;**
2. **Regeneration Benefits;**
3. **Environmental/Technical Impacts;**
   - Transport
   - Access
   - Safety & Management
   - Noise
   - Waste Management
   - Ecology
   - Crime
4. **Impact on People.**

1. Principle of development

7.3 Having regard to the relevant existing and emerging policy framework, it is evident that the proposed change of use accords with local and national policy objectives to support sustainable development and regeneration.

7.4 At the national policy level, the proposal will specifically address the policy aims of the National Planning Policy Framework (NPPF), particularly the need to deliver sustainable development; including economic, environmental and social sustainability.

7.5 In terms of social sustainability, the proposed use of the Mayfield Depot will provide a unique space to host a variety of type of event, including visual & performance art, sport, film, music, food & drink and fashion / retail. The space will also be used to host conferences, due to its large capacity, proximity to national transport links and visually interesting interior.

7.6 The change of use will transform a vacant building in a run-down, largely industrial area. This is sustainable development in an economic sense as the development will provide additional and varied economic activity within this part of the city centre.

7.7 The technical assessments have demonstrated that there are no significant adverse impacts anticipated to affect the environment, as a result of the proposed change of use, providing that mitigation measures are adopted and additional survey work is conducted prior to the operation of the venue.

7.8 In additional to meeting the requirements for sustainable development, the proposals also meet the following aims within the NPPF:

- Building a strong and competitive economy which promotes economic growth, jobs and prosperity (para. 21, NPPF);
- Promoting healthy communities which encourage interaction; and
- Promoting sustainable transport.

7.9 At the local level, the adopted Local Plan has set out a range of spatial and strategic policies, which further underpin and support the principle of the proposed development.

7.10 The Core Strategy (2012) establishes a range of city centre policies (*Policy SP1, Policy CC1, Policy C1* and *Policy CC4)* which promote Manchester as the regional centre for economic and commercial development. The proposed use is compliant with these city centre policies as a range of leisure, entertainment and cultural facilities will be available at the Mayfield Depot, located within the city centre.

7.11 The proposed development is compliant with *Policy C10,* relating to the evening economy, as there will be no adverse cumulative impact as there is not a cluster of night-time activity within the area. Furthermore, residential amenity will be protected through measures in place when operating the venue, namely locating noise generating activity towards the north of the Depot, away from the existing residential uses.

2. Regeneration Benefits

Physical Regeneration

7.12 At present, the area surrounding the site mostly comprises of employment uses, including warehousing, workshops, offices and depots, largely typical of the fringes of the city centre. The environment is noticeably tired and run-down. The area has high crime rates and low footfall activity in both the evening and daytime. The Strategic Plan for Manchester City Centre (2009 – 2012) has recognised the limitations within the area and seeks regeneration within the Mayfield area to improve links with the rest of the city centre and other regeneration areas, such as Ardwick, the A6 Corridor and East Manchester.

7.13 In order to address the issues detailed above, Manchester City Council has developed the Mayfield Strategic Regeneration Framework (SRF, 2013), the coverage of which includes the site. The proposed change of use will not affect the aims of the Framework to attract major new employers, create a mix of uses, establish 24/7 activity in the area and generate a distinct 'sense of place'.

7.14 The proposed change of use is for a temporary period only and so will not jeopardise the vision of the Mayfield SRF. Conversely, the proposed use supports the above objectives of the Mayfield SRF by introducing a vibrant range of activities in a currently vacant building which is prominently located within the Mayfield area.

7.15 Similarly, the temporary use of the Depot as an Art Gallery and Exhibition, Conference and Event, Leisure and Dance Venue will not prevent the ambitions of the HS2 Manchester Piccadilly (SRF, Draft 2013). In fact, the proposed change of use supports the objectives of the SRF to create a new gateway into the city at Piccadilly Station, through regenerating the area and encouraging activity.

7.16 The redevelopment of the Mayfield Depot is specifically identified within the Strategic Plan as a key priority for the period 2009 – 2012, however this has not yet been realised. In line with the strategic plan, the proposed development will maximise the opportunities presented by the Depot's proximity to Piccadilly Station and revive developer interest in the site and area as a whole, for the future.

Economic Regeneration

7.17 As well as physical regeneration of the area, the proposed change of use will assist in terms of economic regeneration. The development will bring a long-term vacant unit back into use. As well providing a significant number of jobs on site – due to the range of events proposed in both daytime and night-time – indirect job creation will be especially beneficial to the area.

7.18 The proposed development will create a venue with a large capacity to attract a significant number of visitors to the city. The impacts of the additional visitor numbers will increase expenditure in the area and support the leisure / tourism economy. An example of this is when the Depot is used for a large conference event; attendees may come to Manchester the day before the conference, stay in a city centre hotel, eat out at a restaurant and visit other parts of the city following the conference - for example going shopping or visiting the city's tourist attractions. Through the multiplier effect, the increased spend associated with visitors to the Depot will assist economic regeneration by indirectly supporting a range of jobs.

7.19 Manchester City Council report that the city is the 3rd most visited UK city by foreign visitors and over 20m people visit Manchester each year. The events hosted by Manchester attract a significant number of people to the city (200,000 people visited the Manchester International Festival in its first year, generating £28.8m in the local economy). Manchester City Council wish to build upon the city's role as a place to invest, driven by creative, leisure and tourism sectors, amongst others, as defined in the Strategic Plan for Manchester (2009 – 2012). The proposed change of use will assist in delivering this aim by attracting a significant number of visitors to the city for large-scale events. This application is responding to Manchester's 'pro-active approach to events'[1] which is recognised as driving economic activity in the city.

7.20 The Strategic City Plan also recognises the city's entry into the conference and convention market as being 'nothing short of phenomenal, swiftly becoming a premier conference city'. The proposed development will build upon this market and develop Manchester's reputation as a key conference location.

7.21 The change of use of the Mayfield Depot will assist in marketing the locality as a viable and vibrant option for developers. This will act as a precursor to attracting inward investment in the future. Manchester has a long tradition of using buildings and areas for temporary use in advance of planned regeneration and as a means to attract investment. From the City of Manchester Stadium for the Commonwealth Games being the starting point for the whole regeneration of New East Manchester, to the regular events at Spinningfields, the New Islington Festival and Dpercussion, and of course Manchester International Festival – events play a major role in the growth of the City.

7.22 There's no doubt the city is growing, with major investments at NOMA, the spread of Spinningfields to the former Granada site, First Street and New Islington. Mayfield is a major part of the essential growth of the city and the plans for Mayfield Depot will act as a catalyst for this. By establishing a temporary focal point in a largely abandoned

[1] *A Strategic Plan for Manchester city centre (2009 – 2012)*

area, Mayfield will once again become a place frequented by residents, businesses and visitors.

Social Regeneration

7.23 Due to the size and scale of the Mayfield Depot, a future venue has potential to attract exceptional local, national and internationally significant projects. The ability to host such events is not possible on such a scale at present, due to a lack of suitable venues. The ability to compete with other global cities will assist in marketing Manchester on a national and international scale; promoting the city as a place to live, work and visit.

7.24 The Strategic Plan for Manchester (2009 – 2012) recognises the city's creative culture, both in terms of popular culture and a range of specialist interests. The cultural activities occurring within the city are identified as creating a strong impression of Manchester to an international audience. The proposed development will harness the cultural elements of the city and assist in the future promotion of Manchester as a destination for a variety of cultural activities.

7.25 The Mayfield area currently lacks a defined character and is negatively perceived due to its mix of tired, city-fringe uses, lack of footfall and high crime rates. The introduction of an events venue will bring visitors during both the day-time and night-time and assist in establishing a sense of place, prior to the implementation of larger scale development associated with the Strategic Regeneration Framework.

7.26 In terms of the wider impacts, the proposed use of the Mayfield Depot will provide a venue for additional cultural activities in the city centre, thus bolstering the city's reputation for hosting a diverse range of interesting events and heightening awareness of Manchester city centre as a cultural hub.

3. Environmental / Technical Impacts

7.27 The proposed development has been assessed under a suite of technical studies to consider the range and extent of the potential environmental impacts posed by the change of use of the Depot. The studies have been conducted following consultation with relevant officers from Manchester City Council, GM Police and the GM Fire & Rescue Service.

7.28 Where impacts have been established, mitigation measures have been proposed in order to resolve identified issues. We turn to consider each of the relevant topics below.

a) Transport

7.29 A Transport Statement has been prepared to accompany the planning application. The Statement demonstrates that the proposed development is in full compliance with Core Strategy transport *Policies T1* and *T2* and the NPPF.

7.30 Section 4 of the NPPF aims to promote sustainable modes of transport in order to reduce greenhouse gas emissions and congestion. Core Strategy *Policies T1* and *T2* aim to reduce the reliance on the car and ensure that new development is accessible via public transport, foot and bicycle.

7.31 The development will encourage use of sustainable transport and has a restricted number of car parking spaces on site, in order to encourage transport by alternative means. The site is approximately 2 minutes walk from Manchester Piccadilly Train Station, from which regular services run to Altrincham, Ashton-under-Lyne, Bury, East Didsbury, Eccles, MediaCity UK, Rochdale Railway Station and Victoria. Manchester Piccadilly train station is located above the Metrolink platforms and services operate to a number of destinations within the North-West and nationally, including London, Birmingham, Leeds, Liverpool and Newcastle. Furthermore, the site is located in close proximity to a number of bus stops (3 stops are located within a 250m walk). Buses serving these stops travel to Mossley, Stalybridge, Tameside General Hospital, Manchester Royal Infirmary, Hazel Grove and Stockport. Additional bus stops are located at Piccadilly Gardens, which is located approximately 10 minutes walking distance from the site.

7.32 The Transport Statement concludes that the pedestrian environment surrounding the site is in an adequate condition, with wide footways and multiple crossing points. In addition, a cycle route runs along Fairfield Street, immediately adjacent to the venue.

7.33 The amount of parking on site has been restricted and will mostly be allocated as disabled parking. This is justified due to the significant opportunities to travel via alternative means, considering the excellent public transport links in the area. However, it visitors require a car, there are more than 2,250 public off street car parking spaces within a 500m radius of the site. Therefore substantial parking on site is not required.

b) Access

7.34 As detailed above, the site is highly accessible via a range of transport means. The venue could potentially accommodate 7,500 people and therefore ensuring safe access to the venue is a priority.

7.35 The Transport Statement establishes a Transport Strategy, which will be flexible and adaptable to meet the management needs of the variety of different events to be held at the venue. Regular Safety Advisory Group meetings will be held to discuss upcoming events, which will involve a range of stakeholders, including the Police and TfGM (Transport for Greater Manchester).

7.36 A dispersal strategy will be adopted to ensure the safe movement of pedestrians to and from the Events, which will include the following measures:

- Suggested walking routes from public transport hubs and car parks to the development and public transport operation times will be included in all Events Marketing communications;
- Marshalls will assist in the management of pedestrian crossing of Fairfield Street and Travis Street;
- An internal queuing room accommodating up to 3,000 visitors will limit the congregation of people outside the venue;
- Taxis and coaches will be managed to prevent vehicles from waiting on Fairfield Street; and
- Marshalls will ensure that customer queuing for coaches and taxis occurs within the venue.

7.37 A Delivery and Servicing strategy has been established to minimise the impact on the adjacent Highway. Refuse collection will be from the service yard to the rear of the Depot and servicing will be through the existing Service Access doors on Temperance Street. Vehicles will remain within the building until unloaded. This approach has been successful in the past, when the Depot was used as a venue as part of the Manchester International Festival.

7.38 Vehicle tracking has also been undertaken to ensure that the required manoeuvres can take place safely within the space provided.

7.39 The Transport Statement concludes that it is anticipated that there will be no adverse impact upon local highways, as a result of the proposed development.

7.40 The site will also be accessible for visitors with disabilities, in line with the requirements of Design for Access 2 guidance. Ramps of appropriate gradients will be used to access the building where the site is not level with the adjoining highway. Ramps and handrails will be clearly marked and constructed of suitable, non-slip materials. The design considerations in relation to Design for Access 2 are discussed further in the accompanying Design & Access Statement.

c) Safety & Management

7.41 A detailed Health & Safety Event Management Plan has been produced to ensure that the safety of visitors and staff is protected throughout the operation of the proposed change of use. Information has been submitted surrounding the removal of asbestos, fire safety procedure, security and management of the Depot in its proposed use.

Asbestos

7.42 Asbestos has been identified within the existing Depot building following an Asbestos Management Survey, undertaken in 2011. All asbestos will be removed from the site, in accordance with the Control of Asbestos Regulations 2012. Extraction will be undertaken by a company licensed in the removal of asbestos, with disposal in accordance with relevant legislation.

Safety

7.43 Internal and External work has been proposed, in order to ensure that the building is safe for the operation of the proposed use. These changes will retain the character of the Depot and the uniqueness of the proposed venue, whilst also ensuring that the Depot meets / exceeds building regulations and is safely able to accommodate the maximum capacity of 7,500 (See Plans and DAS).

Security

7.44 The Health & Safety Event Management Plan details the policies relating to drugs, alcohol and disturbance which the venue will adopt. The Mayfield Depot has a zero tolerance towards drug taking and will ensure that customers are searched on entry to the venue. Any drugs found will be seized and put into secure amnesty boxes on site. Customers will not be allowed to enter the building with any form of liquid. Where appropriate, sniffer dogs will be in operation at sold out events, in order to assist the security team. With regards to alcohol, the Mayfield Depot will operate the 'Challenge 21' protocols for the serving of alcohol. Visitors will be required to prove that they are aged 18 and over, before being admitted to the venue after 21.00 hours. Each bar will be equipped with refusals log and refusals cards.

7.45 CCTV will be in operation and recorded images will be kept for a minimum of 28 days. Further security provisions include a ratio of security to customers of 1:100. Undercover staff will also work both inside and outside the venue, during opening hours. In addition, security staff will be briefed each evening, prior to doors opening, in order to detail all procedures to be followed. The security staff will also be responsible for

monitoring the drop-off and pick-up point on Fairfield Street and for marshalling visitors across the Travis Street / Fairfield Street junction.

7.46 Where capacity exceeds 1,500 people for an event, officers from GM Police will be employed at the premises for the purpose of managing the arrival and dispersal of customers.

Crowd Management & Dispersal

7.47 A Crowd Management Plan will be produced, detailing the general procedures for managing security and crowd management during the event. Each event will be individually assessed, in order to ascertain whether further crowd movement controls and measures are required.

7.48 On entering the venue via Nield Street (to the rear of the Star & Garter pub), visitors will be guided to a 3 window ticket office for ticket collection. They will then enter a Disney queue with a capacity for 3,000 people through 15 queuing lanes, which will load the venue over approximately 2.7 hours.

7.49 Traffic management plans will be provided for each event at the Mayfield Depot, which will respond to the flexibility in number of visitors, type of event and start / finish time.

7.50 In order to allow the safe and efficient dispersal of people leaving the site, marshalls will be present within the area to guide people to the nearest public transport links. An internal queue for taxis will ensure that congregation outside, and subsequent disturbance, is minimised. Clear signage will be provided to ensure that visitors leaving the venue are aware of the need to minimise noise.

First Aid Procedure

7.51 There will be a fully equipped medical room located on the premises with a private Ambulance on standby on Temperance Street, if the event demands it. A medical operational plan will also be appended to event specific Management Plans.

7.52 The provision of first aid facilities will be clearly signposted around the venue and staff will be made aware of the location of the First Aid point.

Fire Safety & Emergency Evacuation

7.53 Following consultation with Greater Manchester Fire & Rescue Service and members of the project team, a Fire Strategy has been developed for the proposed use at the Mayfield Depot.

7.54 A number of conditions have been applied to the Premises Licence, in order to ensure Fire Safety at the premises, at all times.

7.55 It has been agreed that prior to the opening of the venue, a Fire Inspection with the building management and Fire Authority will be held. Furthermore, a Fire Risk Assessment for specific events will be provided prior to the opening of the building and made available to the relevant authority.

7.56 Fire provisions, including fire alarm systems, emergency lighting, means of escape, fire separation and compartmentation, will be agreed with Building Control and the Fire Authority. Training will be provided for all staff, prior to the operation of the premises.

7.57 A microphone will be available on stage for emergency announcements, should the need for evacuation arise. The requirements for emergency exits will be exceeded in the proposed development. Building Control regulations require 37.5m of emergency exists, however 63m will be provided at the Mayfield Depot

7.58 These measures will ensure that the building is safe for the proposed use and that sufficient fire & evacuation provisions, training and assessments have been put in place, prior to the operation of the venue.

d) Noise

7.59 In line with saved UDP *Policy DC26.6*, a Venue Noise Assessment was conducted in October, and has been submitted as part of this application. The report considered the potential noise impact of the proposed use upon sensitive receptors in the area, including the existing student accommodation and hotel, located to the west of the Depot. Following this assessment, in line with *Policy D26.1,* mitigation measures have been recommended in order to reduce the potential noise impact upon people living and working in the city.

7.60 For events continuing beyond 23.00, a condition of inaudibility should be achieved within any noise sensitive property. In order to achieve this, all openings within the building structure, including windows, mechanical services and louvers, should be filled with high density block work. Any penetrations in the buildings envelope, such as fire exits / mechanical services, should be located on the north façade of the venue, away from the residential properties to the west.

7.61 In line with *Policy DC26.5,* mitigation measures relating to providing noise insulation have been proposed. Internal walls and barriers should be constructed within the venue in front of any gaps in the building envelope, to ensure that no direct sound transmission path between internal noise sources and external noise sensitive locations

exists. Ancillary facilities, such as toilets, bars and offices, should be located on the perimeter of the venue, to provide additional barriers to noise.

7.62 A distributed sound system should be used, in order to position loudspeakers away from the nearest noise sensitive properties and penetrations within the building envelope. The internal music levels should also be pre-set, prior to events at the venue. Sound propagation tests should be carried out, once all mitigation measures are in place. In addition, event noise monitoring should also be conducted.

7.63 This will ensure that suitable noise conditions are maintained throughout the use of the Depot as a conference and events venue.

e) Waste Management

7.64 A Waste Management Strategy has been developed, which fully accords with the requirements of Core Strategy *Policy EN19.* This policy details the need for developers to comply with the principles of the waste hierarchy. This hierarchy has been used to shape the waste management strategy at Mayfield, with material being recovered and recycled, where possible, prior to becoming waste material.

7.65 Waste and recycling containers will be provided on site at locations within the venue. At each bar, three 240l waste containers will be in use. There will be opportunity to separate cans, plastic, dry recyclables and general waste. The ability to recycle a significant proportion of waste will reduce the amount of general waste produced.

7.66 Bins will be stored to the rear of the site, to ensure that waste is collected easily and safely. This also ensures that access to remove waste is separated from the main entrance / exit point to the venue, to minimise disruption.

7.67 Removal of waste from the site will occur as quickly and efficiently as possible, to avoid on site accumulation. By removing waste in a timely manner, the opportunities for surface water pollution, vermin, combustion and contamination of recoverable material will be reduced.

7.68 A licensed private contractor will remove the waste from the site for recycling, between the hours of 23.00 and 07.00.

7.69 A waste management plan for demolition and construction waste is not required due to the limited alterations to the existing Depot.

f) Ecology

7.70 The Preliminary Ecological Appraisal – including Phase I Habitat Survey and Bat Roost Potential assessment – found that there are no statutory designated sites within 1km of the site.

7.71 However, the appraisal did identify the presence of nesting birds, bats and Black Restarts as potential constraints. However, the proposed mitigation measures and further survey work recommended will ensure that the development remains policy compliant.

7.72 Core Strategy *Policy EN15* details the Council's requirement to maintain or enhance sites of biodiversity value, with particular consideration given to protected and priority species. In line with the requirements of *Policy EN15,* mitigation / compensation measures have been proposed as part of this change of use application.

7.73 The study concluded that the Mayfield Depot is highly likely to support roosting bats. As a result of finding bat droppings in the Depot, it is recommended that additional Bat Surveys are conducted between May and September and we welcome a planning condition to this effect. However, the low number of field signs indicates that the roost may be used by low numbers of non-breeding females or males intermittently throughout the summer.

7.74 If further surveys confirm the presence of bats, the results of the assessments will be used to inform a European Protected Species Licence application.

7.75 Black redstarts are protected under Schedule 1 of the Wildlife and Countryside Act 1981. A detailed survey of the upper platform area should be carried out if works are likely to affect this habitat. The appropriate time of year to conduct this survey is April – June.

7.76 The Ecology Survey also proposes the following design related mitigation measures:

- Installation of four wall mounted / pole mounted 'woodcrete' bat boxes within the upper platform level of the site to provide roosting opportunities for bats;
- Two in-built 'woodcrete' bat boxes to be located within a suitable area on external walls (preferably on upper platform level where noise impacts will be minimised);
- Confirmed roost access points and parts of the buildings likely to support roosting bats should be removed under supervision of Natural England;
- The habitats recorded within the upper platform area should be preserved.; and

- With regard to nesting birds, any vegetation clearance / internal works should be undertaken outside of the usual bird breeding season (March – September). Any identified active nests should be protected until the nesting attempt is complete.

g) Crime

7.77 Core Strategy *Policy C10* states that development which supports the evening economy will be permitted providing that there is no unacceptable level of disturbance arising in the area, as a result of the development.

7.78 In order to ensure compliance with *Policy C10* and demonstrate the acceptability of the proposed development, in terms of crime levels and safety, a Crime Impact Statement has been submitted, as part of this application.

7.79 The Statement records that although the development site is located within a high crime area, crime rates are not as high as other areas of the city.

7.80 The Crime Impact Statement recognises that introducing the proposed use in the area may attract further businesses into the area and increase levels of activity and surveillance.

7.81 The Crime Impact Statement details the following mitigation measures which could be employed to reduce the risk of crime associated with the change of use of the Mayfield Depot:

- Door staff should monitor queues, entrances and customers as they enter the venue;
- Electronic searching of customers to prevent weapons / controlled substances from being taken into the premises;
- Provision of external lighting to all pedestrian routes;
- Use of a comprehensive CCTV system;
- Secure coat / bag storage and a supervised cloakroom;
- Small lockers should be provided to allow customers to store belongings;
- A secure room should be provided to act as a manager's office for cash storage;
- Restricted access to staff areas, bin stores, staging / equipment stores;
- Not exceeding capacity limits;

- Upgrade existing security doors, windows and the building itself, in line with security guidance and with alarms fitted;
- Provide a separate smoking area with a secure, physical boundary; and
- Control service doors with strict monitoring procedures in place.

7.82 Greater Manchester Police require an operations plan to be provided, covering areas such as security, fire safety, smoking areas and dispersal procedure, which will apply for the lifetime of operation of the development.

7.83 The Statement concludes by supporting the proposal, providing that the mitigation measures recommended are adopted, prior to the first use of the venue.

4. Impacts on People

7.84 The Planning Statement and other technical assessments have recommended multiple mitigation measures in order to minimise the impact of the proposed use upon users of the venue, local residents, workers and visitors to the city, as demonstrated below.

Visitors to the Mayfield Depot

7.85 The Safety & Management section (para. 7.30 – 7.47) and Crime Impact section (para. 7.59 -7.63) of the Planning Statement have detailed how the proposed use will operate in order to ensure the safety of users and staff at the Depot, as a priority. The main points are summarised below:

- The removal of asbestos and structural amendments will create a safe venue, which is capable of safely hosting events with a capacity of 7,500 people;
- The involvement of GM Police, security staff, sniffer dogs and CCTV will promote the security of the venue and help to prevent drug use and dealing, underage drinking and other criminal activity;
- The provision of first aid rooms and trained staff on site;
- An internal queuing system and Crowd Management Plan will ensure the safe movement of visitors around the venue;
- Fire provisions: including fire alarm systems, emergency lighting, means of escape, fire separation and compartmentation, to ensure the Depot is safe and suitable evacuation procedures are in place; and

- Crime prevention: including provision of a secure coat / bag storage and supervised cloakroom, restricted access to non-visitor areas and external lighting along all pedestrian routes leading to the site.

7.86 The creation and successful implementation of a detailed Health & Safety Event Management Plan will reduce the potential for adverse impacts upon visitors of the venue. Through the Health & Safety Event Management Plan, the welfare of users will be protected through a number of measures, agreed by a range of stakeholders.

Residents

7.87 The residential amenity of nearby student accommodation blocks, located between Baring Street and Berry Street, has been a key consideration throughout the development of the proposals.

7.88 The noise assessment has identified numerous mitigation measures in order to eliminate sound distribution paths between the venue and the residential blocks. Para. 7.48 – 7.52 of this Planning Statement detail the noise mitigation measures proposed in order to ensure minimum noise disturbance to local residents.

7.89 Furthermore, as detailed in the Health & Safety Event Management Plan, a dedicated 'noise hotline' phone number will be available to local residents and will be placed in the Event Control Office whenever the venue is in operation. This will allow residents to contact the venue if noise is audible or causing a disturbance.

7.90 The strategies for crowd management and dispersal of people will ensure that the disturbance caused by people leaving the venue will be minimised. The management of people will be achieved through an internal queuing system for taxis, which will prevent crowds from gathering outside.

7.91 The exit and entry points to the Depot are to be located to the north of the venue, thus ensuring that noise and disturbance at night is not increased significantly to the south of the Depot, near to the residential blocks. Furthermore, taxis will pick up visitors from Temperance Street, therefore minimising visitor movements to the west and south of the venue.

7.92 There will be three smoking areas located around the venue, to reduce large congregations of people in one outside location. The smoking areas will be situated away from the residential areas, to the north and south-east of the venue.

7.93 The smoking areas will be managed by members of the security team, who will prevent drinks from being taken outside, will encourage visitors to re-enter the venue in a timely manner and ensure that noise and disturbance is minimised.

7.94 The above measures will ensure that adverse impacts upon residential amenity are minimised and that residents have the opportunity to communicate with the venue operator if disturbance occurs.

Visitors to the city centre / commuters

7.95 As detailed in the Transport Statement, the proposed change of use is not anticipated to have a minimum impact upon highways – including traffic congestion and safety.

7.96 The venue is situated in a highly accessible location, which will encourage users of the venue to travel via public transport, bicycle and foot. This will therefore prevent over-reliance on one form of transport and thus reduce the likelihood of travel disruption when the venue is at full capacity.

7.97 The dispersion of people, in line with a considered strategy, will prevent disruption within the local area. Therefore, visitors to the city centre and commuters are unlikely to be adversely affected by the proposed development.

8. Conclusions

8.1 This planning application proposes the change of use of a currently long-term vacant depot in Manchester city centre. The proposed development is compliant with policies relating to city centre uses and the night-time economy and will allow the temporary use of the Mayfield Depot without jeopardising the vision of the Mayfield Strategic Regeneration Framework or High Speed 2 Manchester Piccadilly Strategic Regeneration Framework.

8.2 The principle of the development adheres to both national and local policies. Numerous technical studies relating to the site have assessed the potential impacts of the proposed use and where required have proposed mitigation measures to prevent adverse impacts upon the users of the venue, local residents, the environment and visitors to the city / commuters.

8.3 As well as the proposed use being compliant with policies for the area, the development will also have significant regeneration benefits. The development will provide a venue for multiple uses, including as an Art Gallery and Exhibition, Conference and Event, Leisure and Dance space, in a unique setting. A venue of this scale which could host such events during both day and night time is not currently available in Manchester city centre.

8.4 The venue has a capacity of 7,500 people. Attracting such a significant number of people to the city centre will have wider economic benefits, including supporting tourism / leisure jobs and increasing expenditure in the local economy. The use of the venue will assist in marketing Manchester on a national and international scale as a destination for a range of large-scale cultural events.

8.5 Due to the current condition of the building and its proximity to residential properties to the west of the site, several potential adverse impacts have been identified. However, any limited negative impacts have been minimised and mitigated. Furthermore, the building will be made safe and accessible for all through a series of design / structural amendments.

8.6 There exists substantial development plan support and regeneration benefits presented through this change of use.

8.7 The proposals accord with the principles of sustainable development and comply with the development plan. The NPPF's presumption in favour of sustainable development applies in this case and directs that planning permission should be granted.

8.8 The Depot Management Company Ltd strongly requests the support of the Council and urges the Council to approve this planning application.