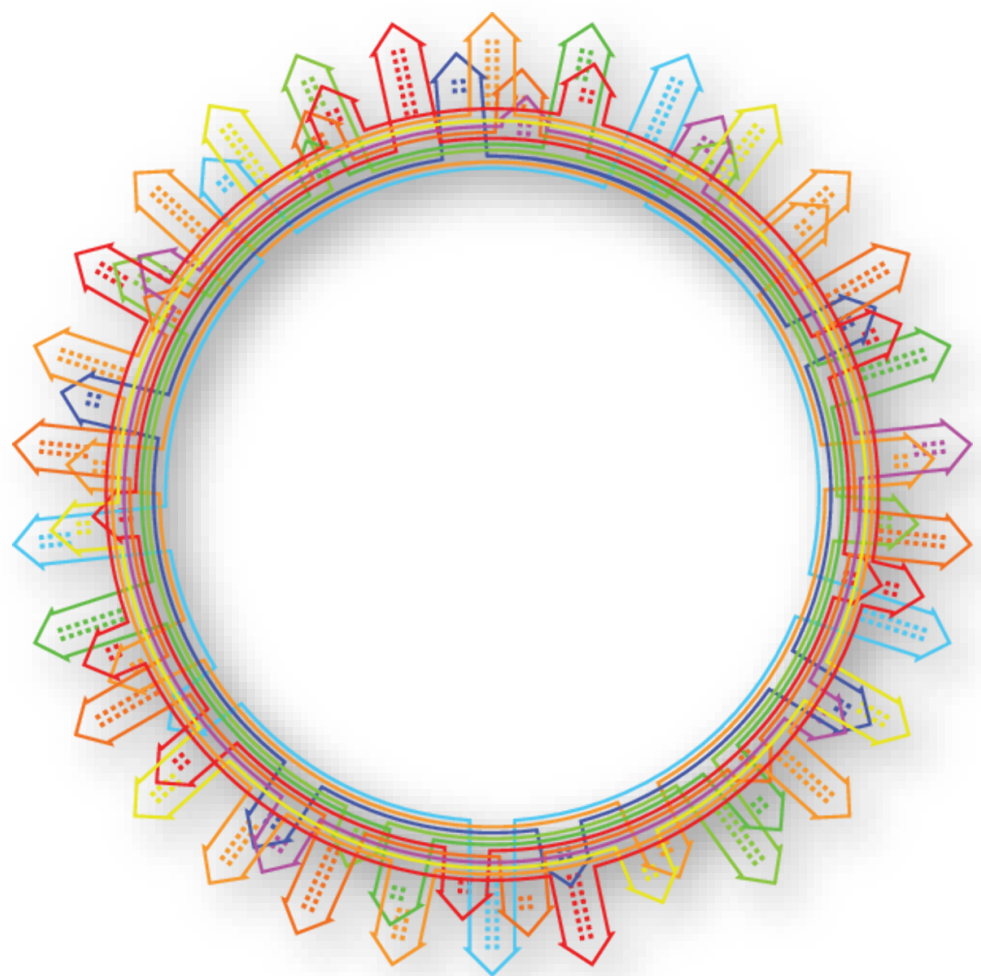




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1. Introduction

- 1.1. This Planning Statement (the 'Statement') accompanies an application for the continuation of a flexible temporary performing arts and events venue, food and beverage hall, multi-use space within the Mayfield Depot in addition to a continued temporary change of use of the rooftop area to a flexible event, food and beverage, cinema and performing arts space (Sui Generis Use Class), submitted by Broadwick Venues Ltd. (the 'Applicant') to Manchester City Council.
- 1.2. The planning application relates to land, which is located to the east of Baring Street, north of the River Medlock, south of Fairfield Street and west of Temperance Street within Manchester City Centre, as shown in Figure 1 (the 'Site'). It encompasses all areas within the red line boundary, including the main Depot Mayfield area, Freight Island, the Temperance Street arches and the rooftop areas above.
- 1.3. This application is to enable a continuation of the operation in-situ following the time-limited expiration of the previous temporary permission, approved in August 2019 (123728/FO/2019) and January 2023 (134588/FO/2022). This application seeks to bring both permissions under the control of a single decision notice and extend timescale for the operations through securing a further 5-year permission, which is critical to the ongoing success of Mayfield as a prominent destination in the city centre as permanent redevelopment comes forward.
- 1.4. The description of the 'Proposed Development' as listed on the Planning Application Form submitted with this Application is set out below:

"Temporary change of use for the Mayfield Depot for a 5 year period from Use Class B8 to Sui Generis comprising theatre, music, dance, performance-related activity spaces, sports facilities, cinema and conferencing (Sui Generis), food and drink operators (Use Class E and Sui Generis), art exhibitions and markets (Use Class F.1/Sui Generis), marketing suites and offices (Use Class E), with servicing, access and associated works at ground and first floor, in addition to the temporary change of use for a five-year period of rooftop platform area of Mayfield Depot for use as a cinema, theatre event space and ancillary leisure uses, outdoor and indoor sports facilities, with supporting food and beverage offer (Sui Generis) in addition to the installation and alterations to temporary structures, access and associated works."
- 1.5. The term 'Proposed Development' used within this Statement refers to all stages of construction and operation of the development. The space will be managed on a day-to-day basis by Broadwick Venues Limited. This Statement considers the Proposed Development in its strategic and local context and assesses its acceptability in the context of the Local Development Plan and other material considerations such as the National Planning Policy Framework (NPPF) (2023).

The Applicant

- 1.6. The Applicant is Broadwick Venues Limited, who is a national venue operator that offers best-in-class event spaces across the country within a range of different building types. With a central HQ in London and a dedicated office in Manchester on site, Broadwick are focused on creating impact through music, culture, and space by creating things people genuinely care about, want to experience, and share. This is achieved through designing, building, and operating some of the world's most exciting venues which deliver events across numerous industries including fashion, food, film and the arts. They have successfully operated Depot Mayfield for the last 5 years, putting the Site back on the map and curating a world class venue, albeit with several years impacted by COVID-19 and cessation of live events during this time.
- 1.7. Depot Mayfield forms part of the Mayfield estate, which is owned by the Mayfield Partnership and proposed is to be redeveloped permanently over the next 10 years. The Mayfield Development Partnership LP is a joint venture and Public Private Partnership (PPP) formed by Manchester City Council (MCC), Transport for Greater Manchester, London and Continental Railways (LCR) and U+I Group, now LandsecU+I. The partnership is the majority owner of Mayfield and is committed to delivering transformational change in Mayfield and Manchester City Centre, of which temporary

uses on Site form a critical part and has put Mayfield back on the map alongside the new award-winning greenspace.

The Site

- 1.8. The Site (Figure 1) is bound by Fairfield Street to the north, Baring Street to the west, Temperance Street to the east and Mayfield Park to the South. It is located within the Mayfield SRF area and repurposing of this Site is supported by the endorsed Framework (2018) on a temporary basis.

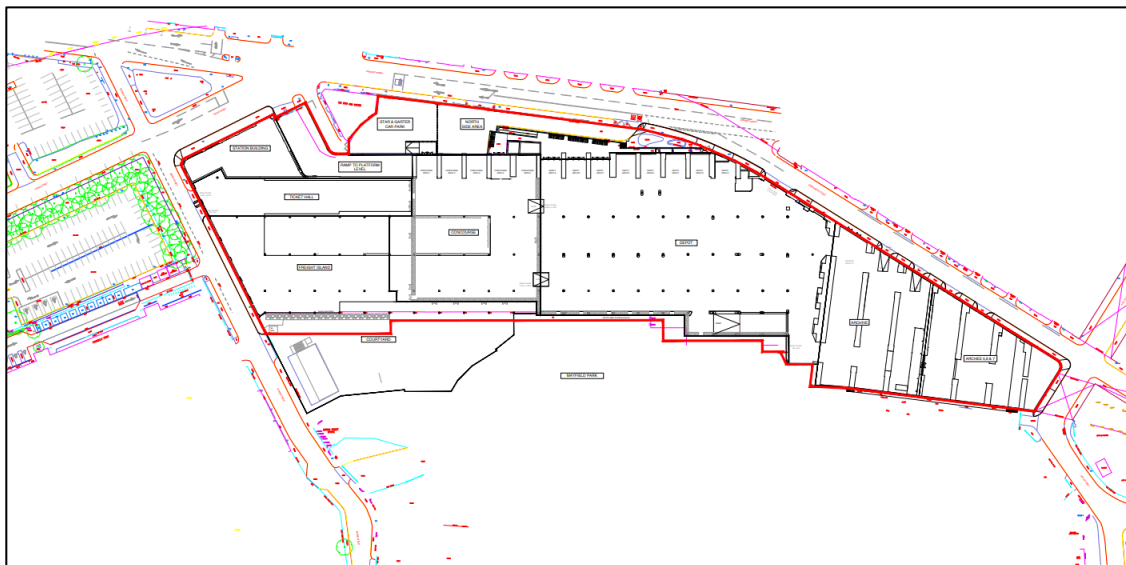


Figure 1.1 Site Plan

- 1.9. Depot Mayfield is currently being used as an events space, hosting a variety of music, arts and culture performance and experiences, including Freight Island, The Warehouse Project, Royal Horticultural Society Urban Show, Manchester International Festival and Manchester Craft Beer Festival, as described below. This is operated under the temporary permission (123728/FO/2019) granted in August 2019 to allow events such as these for a period of 5 years, this permission is set to expire on 02 August 2024. The rooftop area of the Depot Mayfield was most recently used as a flexible event space, which hosted a cinema operating under the temporary permission (134588/FO/2022), which is set to expire on 27 January 2026.
- 1.10. The application boundary therefore encompasses Depot Mayfield, including the ground floor Ticket Hall, Depot, Concourse, Archive (Arches 10-8), Station Building, Freight Island (Indoor), alongside three further the Temperance Street Arches (Arches 7-5), and rooftop areas comprising the former station platform level. The area to the south of Depot Mayfield, which contains Freight Island's outdoor area, is not included within the red line boundary for this application due to receiving permanent planning permission in 2018 that has been fully implemented (121245/FO/2018).
- 1.11. Further details regarding the Site, the current use and the surrounding context is contained within Chapter 2 of this Statement.

The Proposed Development

- 1.12. The Proposed Development seeks to continue to provide a world-class events space that can host a diverse and engaging programme events for a further five-year period. The temporary venue shall be flexible and will support activation of the area while development proposals at Mayfield are brought forward in phases.
- 1.13. In line with the existing temporary use, the venue is suitable for a large range of events including concerts, cultural exhibitions, food festivals, markets, commercial filming, and corporate hire. One of the endorsed principles within the 2018 Framework is 'Temporary Uses', with a recognition that investing in meanwhile uses will help to kick-start regeneration and facilitate economic and social activity, particularly in the local community, which has been incredibly successful to date.
- 1.14. The ground floor of Depot Mayfield is currently split into separate chambers and each chamber provides space for a variety of uses, most notably music events, concerts, filming, F&B, immersive

experiences and theatrical performances, adjacent to Freight Island. The chambers are contained within a series of acoustic barriers to minimise the noise pollution into the surrounding area.

- 1.15. At the rooftop level, the Proposed Development will continue to provide a flexible space for events, recorded performances and screenings, theatre and immersive performances as well as supporting food and beverage facilities. The existing layout is proposed to be retained as part of the proposals and, broadly speaking, no physical changes are required to the venue because of this application.
- 1.16. The proposed continuation of the existing change of use will allow the continued success of Depot Mayfield, bringing additional activity to this part of the regeneration area and raising its profile. Full details of the Proposed Development are contained within Section 3 of this Statement.

Scheme Benefits

- 1.17. The Proposed Development will continue to deliver a wide range of direct and indirect benefits to the local area and provide additional opportunities over the next 5 years. These include:
- **Culture and Community** – Transformation of an unused space into an events venue that can contribute positively to the cultural and social capacity of the local community through hosting a variety of events; from The Warehouse Project and Homobloc, through to the use of the venue as the RHS Bridgewater “Urban Show” that represents the first of its kind for RHS. The cultural and community success is driven and demonstrated by over C.2,400,000 visitors to Depot Mayfield to date.
 - **Economic** – Stimulation of economic activity in the area through attracting visitors and businesses as well as generating revenues through tickets sales as well as food and beverage services. Depot Mayfield is estimated to have generated over c.£50m to date for the local economy through overnight accommodation, linked directly and indirectly to eating and drinking in city centre establishments and taking in other cultural exhibitions as part of a short break in Manchester City Centre. The venue has international pull that creates a significant boost to the regional economy as a result.
 - **Flexibility** – the events space allows for flexibility in programming and adaptability moving forward for different types of events and performances. Since opening, the different types of uses and events that have been hosted at Depot Mayfield includes live music through Manchester Pride and The Warehouse Project, fashion shows and theatre performances from Manchester International Festival, esteemed performance artist troupe ‘La Clique’, Backyard Cinema opening their first venue outside of London, the Manchester Craft Beer Festival, the anchor tenant of Freight Island offering the best of Manchester’s food and beverage scene, which is located in a space that can also double up to host a variety of breakfast, public speaking and networking events.
 - **Job Creation** – the Proposed Development will continue to generate jobs related to event planning, security and hospitality. Since opening, Depot Mayfield has generated thousands of jobs with a minimum of 50 people being employed at Freight Island each night and over 600 staff needed to run a single Warehouse Project Event across a range of roles. Through boosting the hospitality sector in the city, Depot Mayfield is also critical in supporting other leisure, cultural and hospitality uses in the wider centre.
 - **Urban Regeneration** – The activation of Depot Mayfield is a catalyst for broader regeneration in the Mayfield area, bringing attention to the area as development proposals progress. Continued use of the venue allows for the southern boundary of the SRF area to be developed as ideas are refreshed and enhanced for the Mayfield Depot element of the Site. It is envisaged that a similar mixed-use leisure and cultural destination will be operated out of this venue in the longer term, which will provide longer term connectivity within the SRF area, given a critical part of the SRF is to retain Mayfield Depot and use it as a source of inspiration for the wider site. The investment into the building that can be secured through this type of meanwhile use will therefore, in turn, help to ensure its long-term future as a key part of the regeneration area.
- 1.18. A full account of all the estimated benefits of continuing meanwhile uses at Depot Mayfield is provided in Sections 5 and 6 of this Statement.

Structure of the Planning Statement

- 1.19. The remainder of this Statement is structured as follows:
- **Section 2** – provides a description of the site and surrounding area.
 - **Section 3** – describes the form of the application and Proposed Development.
 - **Section 4** – details the pre-application consultation undertaken in relation to the Proposed Development.
 - **Section 5** – details the relevant planning policy associated with the Proposed Development.
 - **Section 6** – provides a broader planning assessment of the site-specific planning issues.
 - **Section 7** – concludes by summarising the case for the grant of Planning Permission.
- 1.20. The documents submitted in support of the Application are set out in Appendix A of this Statement.

2. Site context

This section includes a description of the Site, its context in relation to the surrounding area and the Site's suitability for the Proposed Development.

Site Description

- 2.1. The Site is bound by Fairfield Street to the north, Baring Street to the west, Temperance Street to the east and Mayfield Park to the South. The Site extends to approximately 1.66 ha.
- 2.2. The Site is located within the Mayfield SRF area and redevelopment is supported by the endorsed Framework (2018). One of the endorsed principles within the Framework is 'Temporary Uses', with a recognition that investing in meanwhile uses will help to kick-start regeneration and facilitate economic and social activity, particularly in the local community.

Surrounding Area

- 2.3. The Site is located at the heart of Manchester City Centre, roughly 140m from Manchester's principal transport node, Manchester Piccadilly Station and Piccadilly Metrolink stop. It is extremely accessible to and from the rail and tram infrastructure provided at Piccadilly Station to allow onward journeys by taxi, Metrolink, bus or rail.
- 2.4. Roughly 40m to the west of the Site is student accommodation operated by Unite as well as an area of surface car parking. To the south of the Unite complex, beyond Buxton Street, is a further student accommodation (Liberty Point). Further west, beyond the student accommodation, is the MacDonald Piccadilly Hotel fronting London Road. To the north of the site, the Star and Garter public house (Grade II listed) is located on Fairfield Street, adjacent to the platform ramp and ticket hall.
- 2.5. To the south of the Site is Freight Island's external space, which is a food, beverage, event, and entertainment space that hosts a significant number of visitors each year as well as a number of key events such as Christmas Markets and Bonfire Night celebrations.
- 2.6. Mayfield Park is located to the south of the Site. Permission was granted for the park in February 2020 (LPA Reference: 124972/FO/2019), which was completed in September 2022. Also approved under this permission, known as Mayfield Phase 1a, was an 11 Storey Multi-Storey Car Park that was amended to reflect design changes in September 2023 (137219/NMC/2023 and 137350/JO/2023). A 9-storey office block was also approved as part of 124972/FO/2019, which is now governed by a separate subsequent standalone application (137263/FO/2023), submitted to reflect design changes to this office building and was approved in September 2023.
- 2.7. As part of the Mayfield Phase 1a another 13 storey office block was approved under (125248/FO/2019), known as The Republic, and is located to the south of the Site. This was approved in February 2020 and subsequently amended in September 2023 (137349/JO/2023)
- 2.8. The above developments are set to begin development at Mayfield later in 2024, demonstrating the commitment to begin the regeneration of Mayfield to the south of Mayfield Park in the first instance, before moving onto the rest of the development plots in the area, including Depot Mayfield.

Site Specific Environmental Designations

Ecology

- 2.9. The nearest Site of Special Scientific Interest (SSSI) is the Rochdale Canal, which is 300m from the Site boundary. There are no Special Areas of Conservation (SACs).

- 2.10. A Phase 1 Ecological Survey has been previously undertaken for the whole Mayfield development site by Buro Happold and has been submitted with the previous application, in addition to the European Protected Species Licence submitted prior to demolition works being approved on site.
- 2.11. A further Ecology Report has been produced by Buro Happold in support of this application, which includes details of an ecological site walkover and preliminary roost assessment of the Mayfield Depot, as well as identifying any necessary mitigation. This report notes that the Site currently has limited ecological value as the Site broadly comprises hardstanding and the buildings and no longer contains active bat roosts.

Flood Risk and Drainage

- 2.12. The Environment Agency Flood Map for the area indicates that the Site is located within Flood Zone 1 and is therefore at low risk of flooding.

Heritage

- 2.13. The Site forms part of the former Mayfield station site, and prior to this was used as the Mayfield printworks in the 19th Century. In 1910 Mayfield station opened as an overflow station until 1960 when additional capacity at Piccadilly rendered Mayfield redundant. The building remained unused until it was converted into a parcels Depot with a Royal Mail sorting office in 1970 prior to its eventual closure in 1986.
- 2.14. The Site is not within a conservation area and does not contain any listed buildings or structures. The nearest designated heritage asset is the immediately adjoining Star and Garter Public House (grade II listed) to the north, however it will not be physically affected by the proposals nor subject to any change of use. Other nearby designated heritage assets include Piccadilly Station (Grade II) and the London Road Fire Station (Grade II*).

Accessibility

- 2.15. The Site is in one of the most accessible locations in the entire conurbation and can be accessed by a choice of transport options:
- **Pedestrian** - given the city centre location of the site, pedestrian accessibility to the surrounding area is very good. Manchester Piccadilly Station is a short walking distance (<5mins) and pedestrian infrastructure in the vicinity of the Site is good with pedestrian crossings on Fairfield Street, providing access to Piccadilly Station, where many visitors will travel to and from the venue. The primary routes to the centre of Manchester are proposed to be strengthened by this application.
 - **Cycle** - Cycling is an increasingly popular mode of transport and is an effective mode for short trips. The online cycle map of Greater Manchester indicates that there are several designated cycle routes in close proximity to the site, including a route along Fairfield Street.
 - **Metroshuttle** - all three Metroshuttle services commence and end their journey at Piccadilly Rail Station, which is situated approximately 0.3 miles from the Site. Metroshuttle buses provide convenient access to major activity centres in the city. They run on a 15-minute frequency and are free.
 - **Train** - Piccadilly train station is a 4-minute walk from the Site and provides access to local, regional, and national rail destinations.
 - **Metrolink** - the existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts. Piccadilly is the closest Metrolink stop to the Site and is accessible within a 4-minute walk. Metrolink services provide frequent services until midnight Sunday to Thursday and until 1:00am on Friday and Saturday.
 - **Bus** - significant bus services are available within a short walk of the site. Notably, there are several services (Routes 147, 219, 221) that operate along Fairfield Street. All other regional bus routes run to and from Piccadilly Station and Piccadilly Gardens.
- 2.16. This application is supported by a Travel Plan prepared by Broadwick, which outlines the sustainable transport modes that are available for both staff and guests once operational. The key

material planning considerations associated with access and transport to and from the venue are set out in detail in Section 5 of this report.

Planning History

- 2.17. A planning history search for the Site has been undertaken using Manchester City Council's Planning Public Access System. The approved planning permissions of most relevance on the Site are set out in the table below.

Reference	Address	Description
Site Specific		
108511/FO/2015/C2	Mayfield Depot, Fairfield Street, Manchester	Temporary use of as a music venue (Sui Generis) for 3 events as part of the Manchester International Festival 2015 (Thursday 16th July (19.00 to 02.00), Friday 17th July 2015 (12.00 to 02.00) and Saturday 18th July 2015 (12.00 to 02.00).
115237/FO/2017	Site Off Baring Street	Erection of temporary four storey building with event and exhibition space (sui generis) at ground and first floor to include market, food and drink, theatre, film, music events and associated ancillary activities, and marketing and commercial floorspace at first and second floor (sui generis), together with access and landscaping works. Building and uses proposed for temporary period of three years only.
121133/FO/2018	Mayfield Depot, Fairfield Street, Manchester	Temporary change of use of the Mayfield Depot for use as a theatre and live music venue (Sui Generis) across 14 performance nights between 10 October 2018 and 10 November 2018 and associated works.
121245/FO/2018	Site Off Baring Street	Retention of Gatehouse and GRUB four storey building comprising office, event and exhibition space (Sui Generis) with market, food and drink, theatre, film, music events, marketing and commercial floorspace with associated ancillary activities together with landscaping and associated works pursuant to Planning Permission Ref.
121901/DEM/2018	Unit 3 Baring Street	Phased demolition of six buildings and structures, comprising Phase 1: a one storey building previously occupied by the Towbar and Trailer Company an adjoining warehouse building located on Bond Street (Units 6 and 7), and the Brute (Former Post Office) Ramp attached to the Mayfield Depot adjacent to Baring Street. Phase 2: one storey warehouses- Units 3, 4 and 9 respectively over the culverted River Medlock.
123728/FO/2019	Mayfield Depot And Temperance Street Arches Fairfield Street	Temporary change of use for a 5 year period for the Mayfield Depot from Use Class B8 to Sui Generis Use Class, comprising theatre, music, dance, performance-related activities (Sui Generis), cinema and conferencing (Use Class D2), food and drink festivals including external food and drink operators (Use Class A3 and A4), art exhibitions and markets (Use Class A1/D2), marketing suites and offices (Use Class B1), with associated demolition, external alterations, landscaping, servicing and access.
134588/FO/2022	11 Baring Street	Part retention and part temporary change of use for a three-year period of rooftop area of Mayfield Depot to allow for use as a cinema (retention), event space and ancillary leisure uses, with supporting food and beverage offer (retention) (Sui Generis use) and installation of temporary structures, including for access and associated works.
Adjoining Sites		
124972/FO/2019	Land Bounded By Mayfield Depot Building, Hoyle Street, Mancunian Way (A635), Baring Street, Buxton Street &	Phased creation of circa 2.4 ha (6 acres) of public park, including hard and soft landscaping and new bridges across the River Medlock; erection of 9 storey office development above basement with mezzanine and plant level (Class B1) with ground floor Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) B1 (Office) uses, rooftop

Reference	Address	Description
	Berry Street (inclusive) & McDonald Hotel Along With Associated Roads & Junctions	amenity spaces and terrace levels, associated public realm and riverside walkway; erection of 11 storey Multi-Storey Car Park to provide 581 car parking spaces with associated landscaping; highways and infrastructure works including the creation of new junction from London Road to provide access to the multi-storey car park (MSCP) (Use Class Sui Generis); works to Baring Street, stopping up of Bond Street and Nether Street (alongside associated Traffic Regulation Orders to manage unrestricted parking to Buxton Street, Berry Street and Travis Street (to be delivered and implemented prior to the MSCP becoming operational)) alongside enabling works comprising phased demolition and site clearance, earthworks including re-profiling and construction of retaining walls for the land bounded by the Mancunian Way to the south, Mayfield Depot to the north, Baring Street to the west and Hoyle Street to the east
137350/JO/2023	Baring Street	Variation to condition 2 (approved drawings) to make amendments to Multi Storey Car Park to include; an increase in the basement area to provide a full basement comprising circa 450 cycle parking spaces, lockers, shower facilities, introduction of commercial uses (Class E) at ground floor and basement; amendments to location of parking spaces and reduction in overall spaces from 581 spaces to 488 spaces; the provision of additional EV spaces and capacity; amendments to the external appearance (revised façade treatment to facilitate active and basement uses and alteration to the proposed structural grid and structural construction to allow for demountable modular build sitting above a concrete plinth to improve future adaptability); inclusion of Plant, PV array at roof level; inclusion of additional plant for powering, heating, cooling, and ventilating the building and EV charging spaces and revisions to the location of the security room, storage areas, servicing areas and back of house facilities and to amend conditions 43(Plant noise) , 44 (Noise uses), 45 (Refuse), 46 (hours), 47 (Fumes), 51(Deliveries), 61 (Amplified Music) 62 (Uses) and 63 (Management) to include these requirements for Phase C (MSCP) as a result of the new ground floor and basement uses proposed included attached to on planning permission 132255/JO/2021 (as amended by 138008/NMC/23).
137349/JO/2023	Baring Street	Variation of condition 2 (approved Dwgs) attached to planning permission 125248/FO/2019 with amendments to include alterations to massing on southern elevation terrace areas, changes to external facade design and changes in entrance and internal layout and to amend the wording of conditions 3 (Materials), 4 (Contaminated Land), 5 (CMP), 6 (Archaeology), 7 (EA contamination), 8 (Piling), 10 (SUDS 1), 13 (Circular Economy Statement), 14 (Local Labour Agreement), 17 (Noise commercial), 23 (Surface Water Drainage), 30 (Landscaping), 34 (Noise External Areas), 36 (Management of Commercial units) and 38 (UXB Mitigation) to align with condition discharges for application ref no 125248/FO/2019 as amended by 134907/NMC/2022 and 135956/NMC/2023
137263/FO/2023	Land At Baring Street Adjacent to The River Medlock	Erection of 9 storey office development with mezzanine and plant level (Class E) with ground and basement floor retail, cafe and / or restaurant and / or gym (Use Class E) uses, rooftop amenity spaces and terrace levels, associated public realm and riverside walkway and associated works.

Table 1 – Site Planning History (Source: Deloitte)

3. Proposed Development

This section summarises the key elements of the Proposed Development and should be read in conjunction with the application drawings submitted in support of this Application.

3.1. The description of the Proposed Development is set out below:

“Temporary change of use for a 5 year period for the Mayfield Depot from Use Class B8 to Sui Generis comprising theatre, music, dance, performance-related activity spaces, outdoor sports facilities, cinema and conferencing (Sui Generis), food and drink operators (Use Class E and Sui Generis), art exhibitions and markets (Use Class F.1/Sui Generis), marketing suites and offices (Use Class E), with landscaping, servicing and access in addition to the temporary change of use for a five-year period of rooftop area of Mayfield Depot for use as a cinema, event space and ancillary leisure uses, outdoor sports facilities, with supporting food and beverage offer (Sui Generis) in addition to the installation of temporary structures, including for access and associated works.”

Refreshed Programming

3.2. As set out in Section 2 of this report, Depot Mayfield initially gained temporary permission for a five-year period for use as an event space for uses such as theatre, music, dance, performance-related activities (LPA Ref.: 123728/FO/2019). The brief set out to inform this application consisted of the following principles:

- Provision of a world-class meanwhile culture venue hosting a diverse and engaging programme. The venue should be very flexible and phased to match with development proposals for Mayfield.
- High quality design aesthetic and materials should be used at all times. The rebuilding of the demolished Depot wall will be completed using a temporary method in order to allow the space to be flexible.
- The venue should be suitable for a large range of events including concerts, culture exhibitions, food festivals, markets, commercial filming and corporate hire.

3.3. Use of the Mayfield Depot Roof as an outdoor cinema and events space was also approved for a three-year period in January 2023 (134588/FO/2022) and has been operating as such over the course of the past 12 months.

3.4. The vision for Depot Mayfield as described above has evolved and crystallised over the past five years with the space becoming a centrepiece for events in Manchester, hosting world famous events such and has become a popular addition to the social offering provided in the City.

3.5. The development proposed within this application therefore does not seek any material changes to the design of Depot Mayfield but seeks to extend this phenomenally successful meanwhile use for a further five-year period with some additional types of events and activities now included. The following Section outlines the design and operation of the Depot Mayfield as it is being operated currently, as well as additional events and activities now proposed.

Design

Overview

3.6. Depot Mayfield has delivered a temporary, flexible, and internationally renowned facility for artists and audiences, which has hosted a wide variety of activities both individually and concurrently. Flexible performance spaces have been developed and have been used for theatre, music, dance, art and other performance-related events and conferences.

- 3.7. Due to the temporary nature of the proposals Depot Mayfield has used a 'Clad Layer Wall System' to rebuild the previously demolished masonry infills on part of the southern elevation. This allowed the proposal to be flexible and respond to market demands due to the method of installation and construction. This approach also responded well to the need for highly effective acoustic insulation of the venue when events with amplified sound have taken place.
- 3.8. Several supporting facilities have also been provided within the Depot Mayfield, which includes complementary bar uses, food pop-ups, administrative space, back of house functions and servicing and access areas. As part of the original application, demolition was required of some small outbuildings to facilitate the access required to the venue. These works have now been undertaken and Mayfield Park has since been delivered in this space.
- 3.9. It is now also proposed to include infrastructure for temporary sports and well-being facilities (for example racket courts, gym equipment, yoga and sports classes) located on the rooftop areas of the venue, which will be delivered subject to this application being approved. In addition to the rooftop areas of Depot Mayfield, these proposals seek to make better and more connected use of all arches located on Temperance Street for similar uses to those proposed within the wider venue, which maximises flexibility and the opportunity to offer more bespoke and smaller scale events and occupiers to deliver exceptionally curated shows and performances.

Use and Amount

- 3.10. The main ground floor space of Depot Mayfield comprises approximately 12,500 sq. m. of floorspace in total that is divided into a number of areas, the main three chambers: the west, central and east chambers known as Ticket Hall, Concourse, Archive, Depot and Freight Island. Each area is able to provide different offerings or operate concurrently for maximum flexibility. Depot Mayfield has supported a wide variety of events over the past 5 years, which it seeks to continue over the forthcoming temporary permission. These events include:
- **The Warehouse Project** – a series of limited club nights from September through to New Year's Day. The Warehouse project has been hosting events at Depot Mayfield since 2019 and this has been highly successful, so it is the intention to continue this over the forthcoming 5-year period.
 - **Manchester Pride** – Depot Mayfield has hosted various pride events over recent years as part of the Manchester Pride Festival which takes place in August across the City.
 - **Manchester International Festival** – Mayfield Depot has hosted various events associated with the Manchester International Festival, which is an artist led festival that brings together various cultures from across the globe through the medium of art.
 - **Royal Horticultural Society Urban Show** – This show is set to celebrate the 'gardening boom' taking place in cities across the country by hosting the UK's first entirely indoor flower show in Manchester in April 2024.
 - **Manchester Craft Beer Festival** – Following on from its success in 2023 the Manchester Craft Beer returns to Depot Mayfield consisting of a pop-up beer market with over 65 breweries, as well as food stalls, live music, and entertainment.
- 3.11. Some events hosted at the Depot have been ticketed such as The Warehouse Project and Manchester International Festival, whilst others have been open to the public and free such as Freight Island, sports screenings, and markets. For events of this type, visitor numbers are monitored and managed by staff, with the ability to introduce restricted access if required. In addition to Depot Mayfield, there are also 5 arches located on and accessed off Temperance Street which form part of the application. The range of permissible uses in Depot Mayfield are also proposed to continue flexibly within the arches, including performance-related events, preparation kitchen, exhibitions and events.
- 3.12. At the upper level, the space is currently occupied by structures that can support a range of events, which was most recently used as a cinema. The temporary event activation of the rooftop is proposed to be extended with supplementary temporary sports and well-being facilities, for example racket courts, gym equipment, yoga, and sports classes. Pop up sports facilities have risen significantly in popularity in recent years and adds a new outdoor sports mix into the overall

offering of the venue. Further details relating to the management of events in Depot Mayfield is detailed in Section 5 of this Statement.

Layout

- 3.13. Demonstrated by the variety of performance-related events that have taken place within the space over the last five years, Depot Mayfield is a notable and visually dramatic space for audiences to enter. The space is typically used for standing events such as live music and can be adapted so that the areas can be combined into one larger venue. The areas are fully enclosed by the existing Depot Mayfield walls and the new acoustic barriers comprising the southern elevation.
- 3.14. Queue management proposals for larger events include a generously sized guest security check and ticketing area within the West Chamber (Ticket Hall), allowing guests to queue internally within Depot Mayfield and significantly reducing queues located outside of the venue.

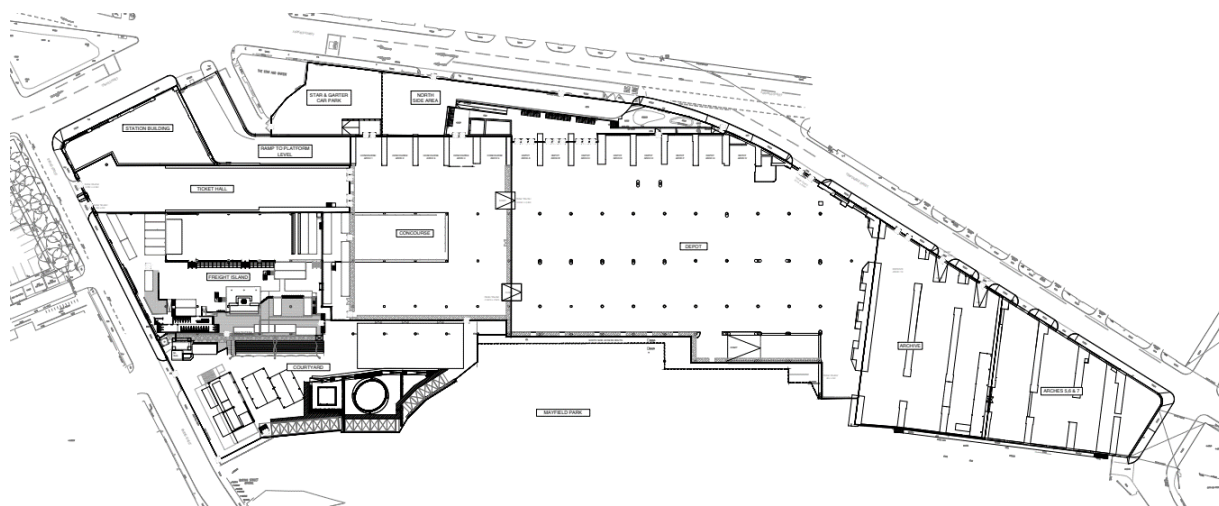


Figure 3.1 – Depot Mayfield – Indicative ground floor layout

- 3.15. Above ground level on the Travis Street entrance, there is an opportunity to introduce a café space (or similar) that will support the placemaking ambitions of Mayfield visitor journeys to and from Piccadilly Station. Similarly, the arches on Temperance Street and included in this Application and will be able to either combine with events taking place in Depot Mayfield (Arches 10, 9 and 8) or provide standalone opportunities for performances, preparatory kitchens, community spaces, exhibitions, or other types of non-live music events (Arches 7, 6 and 5).
- 3.16. The proposals also continue to provide access to the rooftop areas of the venue, which provides further event space accommodation, food and drink offerings and flexible areas that can be used for a wide variety of activities. In addition, temporary sports, and well-being facilities (for example racket courts, gym equipment, yoga, and sports classes) could take place on top of Depot Mayfield that will be able to be booked throughout the week.

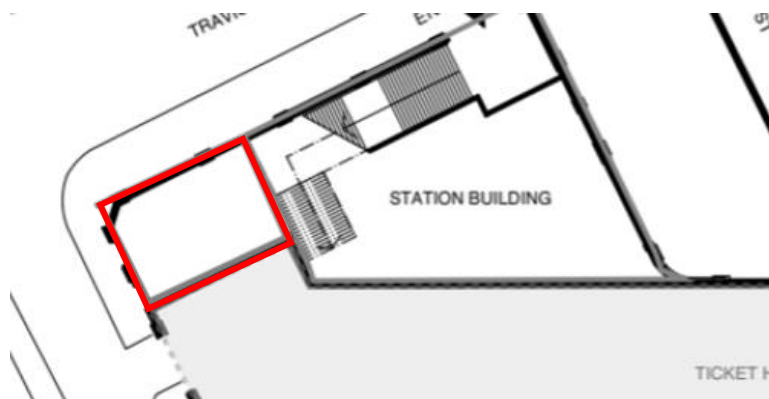


Figure 3.2 - Station building cafe demise

- 3.17. Whilst there are parameters that Broadwick will work within regarding rooftop structures and those currently in situ, which are adaptable so the roofscape can be moulded flexible to suit a range of activities. It will be operated in line with the Event Management Strategy prepared by Broadwick and various technical documents to protect neighbourhood amenity that are submitted with this application and discussed later in this Statement.

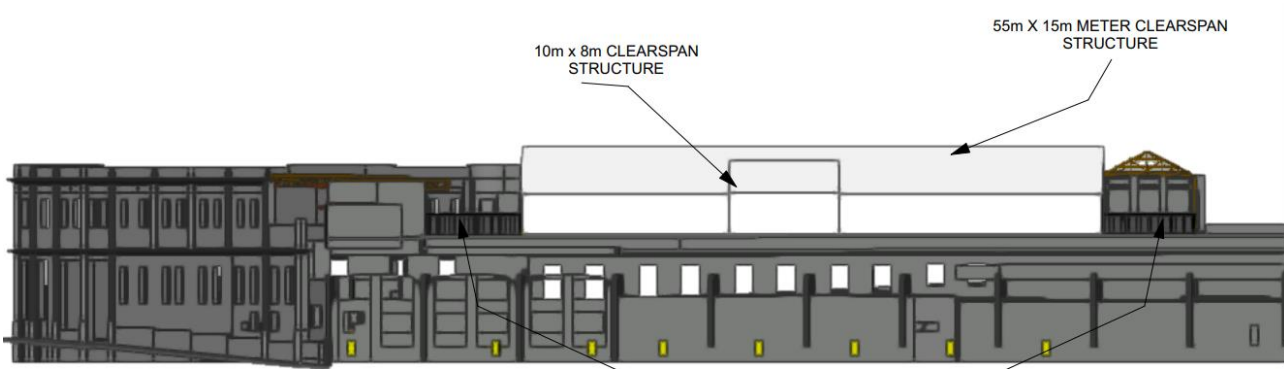


Figure 3.3 – Rooftop elevation (current flexible structure for Area A)

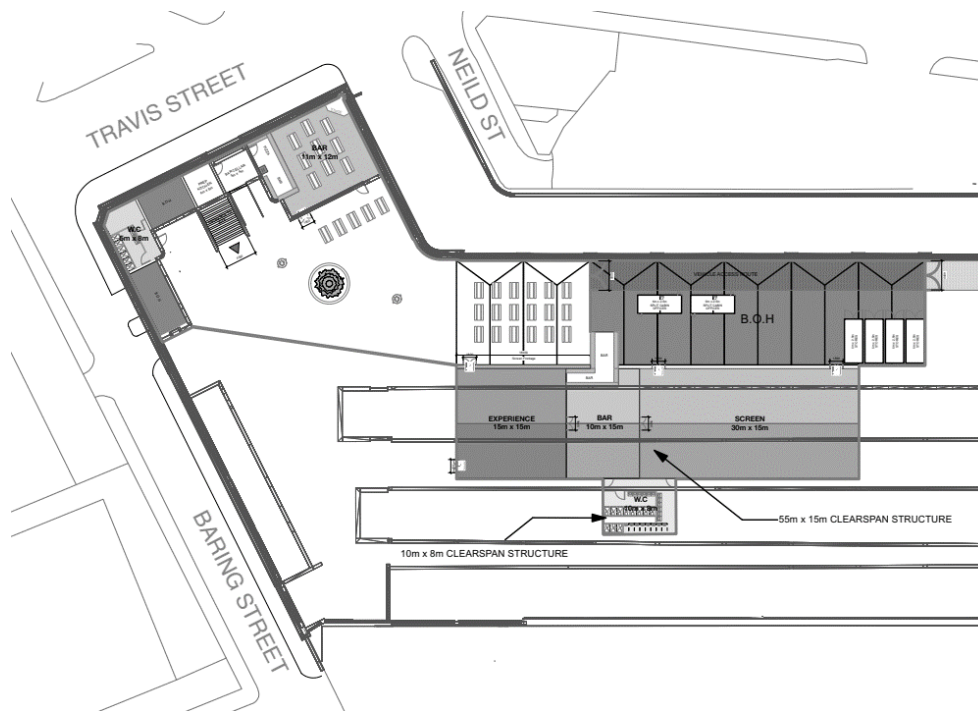


Figure 3.4 – Layout plan for Area A roof space

- 3.18. The arches located off Temperance Street have also now been formally included within this application (Figure 3.4). The proposals are in line with the overall ambitions of Depot Mayfield and reflect previously approved schemes within these arches, including a mix of event spaces, F&B offering, cafes, or workspaces.

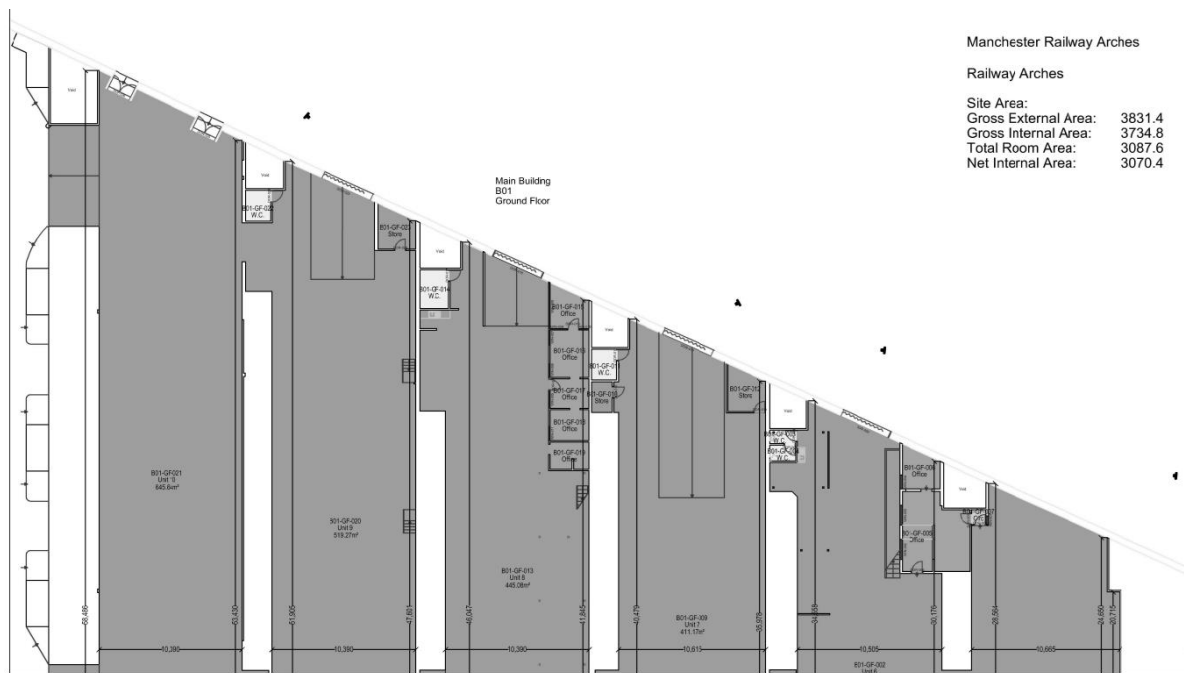


Figure 3.5 – Arches 10-5. Arches 10, 9 and 8 (left hand side) will be operated by Broadwick and the remaining arches are likely to be used by the Mayfield Partnership.

Appearance

- 3.19. As part of the previous application (LPA Ref. 123728/FO/2019) the primary change to the external appearance of the Depot Mayfield was the rebuilding of a southern section of the Depot wall following its demolition in April 2019. Acoustic barriers and scaffolding were used to provide a temporary but high-quality finish, which provided the acoustic attenuation required to protect local amenity. An image of the external finish of Depot Mayfield's temporary acoustic treatment is highlighted in Figure 2.



Figure 3.6 – Cladding at Depot Mayfield

- 3.20. The unitised system as implemented has not only provides acoustic attenuation, but also flexibility, allowing the space to be subdivided to meet the demands of the wide variety of programmed events. This structure will be retained as part of this Application.

Safety and Security

- 3.21. The detailed Event Management Strategy prepared by Broadwick, which sets out specific measures for how the Site will be managed from a security perspective which has been developed following the experience gained over the previous five-year period. The revised internal layout as approved

within the previous application has now been implemented which has significantly improved the processing of guests into the venue to improve safety and security.

- 3.22. A full CCTV system will also be maintained and operated with cameras positioned both internally and externally. Plans indicating the positions of CCTV cameras have previously been submitted to Greater Manchester Police prior to the premises opening and have been approved by the Mayfield Partnership.
- 3.23. Greater Manchester Police prepared a Crime Impact Statement (CIS) in support of the previous application following consultation, including an exchange of correspondence and a site visit. The conclusions of this report detailed their support for the proposals subject to a number of measures being implemented on site. Greater Manchester Police have reviewed the revised proposals being brought forward within this application against the conclusions provided in their previous CIS and have confirmed an update to this report is not required.

Hours of Operation

- 3.24. The hours of operation at Depot Mayfield are determined by the type of activity taking place. Each event / activity must specify hours and days of operation within the Event Management Plan within a specified time frame prior to the event.
- 3.25. The main Depot Mayfield venue opens to the public for up to 7 nights a week, but typically averages out at approximately 3 nights per week, and an events schedule is periodically updated and issued to Manchester City Council for their review as part of the licensing agreement. The hours approved for operation, as per the licensing granted by MCC, are between 07:00am – 05:00am. Freight Island as an F&B destination is open more regularly, typically a minimum of 4 nights a week, with additional events and private hire programmed up to 3 nights a week depending on season and demand.
- 3.26. There is considerable variety in the types and timings of events held at Depot Mayfield and the below non-exhaustive list gives some examples of event types at Depot Mayfield and typical range in public access times:
- Day time markets 08:00 – 18:00
 - Corporate events 08:00 – 02:00
 - Live Music events 11:00 – 01:00
 - Electronic Music events 14:00 – 05:00
 - F&B events 10:00 – 02:00
 - Filming and photoshoots 00:00 – 00:00
 - Exhibitions 08:00 – 23:00
 - Brand Launches 12:00 – 01:00
 - Breakfast / brunch events 07:00 – 14:00
- 3.27. The flexibility in opening hours is required to ensure that Depot Mayfield can deliver the full range of events and activities required to continue to be such an important cultural and community venue.

4. Pre-application Consultation

The following section summarises the pre-application consultation and engagement that has been undertaken in preparing this planning application.

Introduction

- 4.1. Extensive consultation was undertaken prior to the previous application for temporary permission for use of the Mayfield Depot for leisure and cultural events (123728/FO/2019). The outcomes of such consultation are summarised in the below section.

Pre-Application Consultation

Manchester City Council

- 4.2. Throughout previous applications for the Site regular dialogue has taken place with senior officers at Manchester City Council across Planning, Highways and Environmental Health departments, to ensure that they understand and support the proposals in principle.
- 4.3. A pre-application meeting was held on 16 April 2019 to discuss the proposed development. Key comments from the meeting included:
- Management of amplified noise from the venue to the nearby properties must be properly attenuated through physical works and replacement of the southern Depot Mayfield wall;
 - Management of crowds to and from the station and city centre is essential. Details of the route to/ from Mayfield and a dispersal strategy need to be included with the application; and,
 - Engagement with Environmental Health should take place at the earliest opportunity to identify any key issues and subsequent mitigation.
- 4.4. The previous planning permission was then granted following engagement with MCC, and the use has operated successfully over the subsequent five-year period and is therefore proven in this regard.
- 4.5. Regarding this application, the list of application documentation was agreed by Manchester City Council on 24th January 2024.

Greater Manchester Police – Design for Security

- 4.6. Prior to the submission of temporary application 123728/FO/2019 Greater Manchester Police's Design for Security team were consulted, and their advice in terms of safety and security was addressed within the application proposals as reflected in the Crime Impact Statement submitted in support of that application.
- 4.7. The Crime Impact Statement confirmed that the development was considered acceptable, subject to incorporation and consideration of the following details:
- The public entrance should be clearly defined and well illuminated with crowd control barriers to maintain order as customers queue;
 - Door staff should be present to monitor queues, entrances and the customers as they enter the premises;

- Provision should be made for electronic searching of customers to prevent weapons being taken into the premises. Similarly, provision should be made for preventing customers entering the premises with controlled substances;
- Secure coat/bag storage should be provided. The cloakroom should be constantly supervised. There should be a defined queuing area to the cloakroom to avoid crowding;
- Consideration should be given to providing small lockers in which customers can store small personal items securely. Coded lockers in a well supervised area would be appropriate;
- Bar stores should only be accessible from the bar area or be access controlled. Similarly, staging/equipment should be stored securely within access controlled storerooms;
- The relationship between the bar and the public area should allow for good surveillance, with no obstacles or concealed areas;
- Lighting should be easily controlled from appropriate, secure positions within the building;
- Overcrowding should be avoided through stringent capacity limits; and,
- A smoking area should be defined and be clearly demarcated by a secure, physical boundary. A procedure for allowing smokers to re-enter the premises should be set out in the operating procedures for the venue.

4.8. The Crime Impact Statement also highlighted the positive aspects of the proposals which included:

- The building benefits from a Premises Licence, which includes a comprehensive set of conditions designed to regulate any negative impact that the proposed use of the building may otherwise bring;
- With adherence to the conditions set out in the Premises Licence and the accepted Dispersal Policy, the proposed use, in particular large capacity DJ and music events, is unlikely to unduly disturb local residents;
- Public transport, including taxis, is easily accessible at Piccadilly Station;
- The use of the building will introduce a legitimate day and night-time use into an area that is generally deserted outside of normal business hours. The presence of such a facility may stimulate the creation/movement of 'like-minded' leisure/cultural businesses into the area, helping to raise the level of activity and, therefore, surveillance;
- A security room is located adjacent to the main entrance; and,
- A multitude of emergency exits have been provided, reflecting the large capacity of the venue.

4.9. Further liaison has occurred with Greater Manchester Police prior to submitting this application who confirmed due to the lack of material changes that the conclusion of the Crime Impact Statement do not be amended in relation to the Proposed Development.

Network Rail

4.10. Network Rail has been informed of the proposals, and it has been confirmed that the Network Rail 24 hour access will not be affected by the proposals.

Local Community

4.11. Prior to the previous application for the Site, Local Councillors, landowners, residents, and businesses within the vicinity of the site were issued letters, which detailed the forthcoming proposals, summarised as follows:

- The timescales for submission and implementation of the scheme subject to planning approval;
- The details of what the proposals include; and,
- Contact details to allow them to discuss the proposals further with the project team, should they have any questions.

- 4.12. There is a reduction in ticket cost for events at Mayfield for residents located in an Ardwick postcode to help strengthen relationships between Mayfield and the existing residential communities.
- 4.13. As set out within the Noise Impact Assessment submitted in support of this application Depot Mayfield has received 5 noise complaints in the period between 2021 and 2023, which represents a very small number considering the number of events that have occurred during this period.
- 4.14. All concerns have since been promptly addressed directly with the person who made the complaint, details of which can be found in the Noise Impact Assessment submitted in support of this application. This further exemplifies the successful nature of the operation of Depot Mayfield during this period and, alongside the absence of material changes to the design with the principle of use now established, further consultation with the local community will take place as part of the on-going community liaison through Broadwick.

Summary

- 4.15. Overall, through previous applications for Mayfield, key stakeholders have been consulted. The proposals have been prepared in collaboration with MCC and the Mayfield Partnership more broadly. They have been the subject to pre-application consultation with National Rail, GMP 'Design for Security Team', key interest groups, as well as adjoining owners and occupiers.
- 4.16. It was considered that a further round of public consultation like that undertaken prior to the current planning permission being granted was not required in relation to this application, as no material changes to the design or operation to the development are being proposed. It instead represents a continuation of the use of Depot Mayfield space as is currently being operated in-situ.
- 4.17. As the application relates to a Site not located within a residential area, with Ardwick to the south being separated physically from the Site by the Mancunian Way. This is reflected in the limited number of complaints that have been received over the previous 5-year period. In addition, the consultation process will also continue as part of the formal statutory planning procedure managed by the Local Planning Authority. During this process, the Applicant and the project team will carefully consider any comments received from consultees and will respond as appropriate through the Local Planning Authority.

5. Development Plan and Material Considerations

The following section sets out the Development Plan applicable to the Site and Proposed Development.

- 5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:
“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.
- 5.2. This section details the relevant documents that make up the Development Plan and material considerations such as guidance and relevant strategic objectives.
- 5.3. Detailed assessment of the Proposed Development against the Development Plan and material considerations is provided within the following section of this Statement.

Planning Policy Framework

- 5.4. The Development Plan and Material Considerations for the Site and Proposed Development is comprised of the following:

NATIONAL	National Design Guide (2019)	National Planning Policy Framework (2023)	Planning Practice Guidance (2014 as updated) (PPG)
LOCAL DEVELOPMENT PLAN	Manchester Core Strategy (2012)	Places for Everyone (2023)	Manchester Proposals Map (2012)
	GM Joint Waste Development Plan (2012)	GM Joint Minerals Plan (2013)	Extant UDP Policies
SUPPLEMENTARY PLANNING DOCUMENTS / MATERIAL CONSIDERATIONS	Guide to Development in Manchester (2007)	Providing for Housing Choice SPD (2008)	Manchester Residential Quality Guidance (2017)
	Manchester Climate Change Framework (2020)	Design for Access (2003)	Manchester’s Green and Blue Infrastructure Strategy (2022)
	City Centre Transport Strategy (2021)	Mayfield (SRF)	Our Manchester Strategy 2016-2025

National Planning Policy Framework

- 5.5. The NPPF (December 2023 revision), sets out the government’s planning policies for England and how these are expected to be applied.
- 5.6. At the heart of the NPPF lies the ‘presumption’ in favour of sustainable development; the golden thread running through plan-making and decision taking (paragraph 11). The NPPF notes there are three dimensions to sustainable development; economic, social, and environmental.
- 5.7. Firstly, the economic role should contribute to sustainable development by building a strong, responsive, and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating well-designed, beautiful, and safe places, with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment.

- 5.8. Section 6 outlines policy in relation to *‘Building a Strong and Competitive Economy’*. This section notes that *‘planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.’*
- 5.9. The NPPF has been considered throughout the full assessment, including the technical reports prepared for this application.

Building a Strong, Competitive Economy

- 5.10. Section 6 of the NPPF (2023) notes that planning decisions should support economic growth and productivity. This includes making provision for clusters or networks within industries, including the creative industries. The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.
- 5.11. The development proposals seek to continue with the provision of one of the most popular and successful cultural venues within Manchester which has supported the city centre for several years. The Warehouse Project is estimated to have generated over £50 million for the local economy since opening.
- 5.12. Prior to its use as temporary event space Mayfield Depot had been largely vacant since 1986, except for ad-hoc temporary music and theatre events. The proposals will ensure that the space is continually used more regularly for a wide range of economically active uses with a specific emphasis on creative and leisure uses, prior to being permanently brought into active use.

Town Centre Uses

- 5.13. Section 7 of the NPPF (2023) seeks to protect the vitality of town centres and provides a framework for Local Planning Authorities to assess applications for main town centre uses.
- 5.14. Although the range of uses will vary, the majority will be focused within the leisure industry which fall within the definition of main town centre uses as detailed within the NPPF.
- 5.15. The Site is within the Manchester City Centre boundary as defined on the Council’s Proposals Map. As such, the proposed uses are in-centre for the purpose of the definition in the NPPF and therefore these uses fully comply with the policies in the NPPF and are not subject to the sequential or impact assessment.

Promoting Healthy and Safe Communities

- 5.16. Section 8 of the NPPF (2023) promotes healthy, inclusive, and safe communities which promote social interaction; are safe and accessible; and enable and support healthy lifestyles. Additionally, the NPPF states that the social, economic, and environmental benefits of estate regeneration should be considered, and local planning authorities should help to deliver estate regeneration to a high standard.
- 5.17. The development proposals are considered to support healthy and safe communities through the creation of an important community asset for local organisations. The activation of Depot Mayfield will ultimately create a safer and well used environment. Furthermore, the variety of events being held at the Depot Mayfield including some that are free and open to the public will create an inclusive venue for the City.
- 5.18. The remodelling of the Mayfield Depot for temporary uses is also critical to the future redevelopment of Mayfield as a whole and as per the Mayfield SRF (2018) Council. The meanwhile activation of the site significantly improves its profile and helps to improve the viability of the comprehensive and long-term redevelopment through helping to realise the vision of these ambitious plans.

Promoting Sustainable Transport

- 5.19. Section 9 of the NPPF (2023) seeks to ensure that all development proposals include appropriate opportunities to promote sustainable transport modes; provide safe and suitable access for all users; and, have no significant impacts on the transport network which cannot be effectively mitigated to an acceptable degree.

- 5.20. The proposals do not include any car parking. Therefore, event staff and attendees will be encouraged to use the readily available myriad of public transport options. This will reduce the impact of the development on the local highway network by reducing reliance on the private car as a mode of transport. For late night events where public transport options are more limited, the road network will be operating outside of peak hours and there is sufficient capacity to allow for trips via the taxi rank located at Piccadilly Station.
- 5.21. This application is supported by a Travel Plan that sets out the public transport options available as well as the location of the nearest taxi rank in relation to the Site. Servicing and Waste requirements are set out within the Waste Management Strategy prepared by Broadwick submitted in support of this application.

Making Effective Use of Land

- 5.22. Section 11 of the NPPF (2023) promotes and supports the development of under-utilised land and buildings to make as much use as possible of previously developed or brownfield land.
- 5.23. As previously mentioned in Paragraph 5.12, the Mayfield Depot has been largely vacant since 1986 save for ad-hoc temporary music and theatre events. The proposals will create a high-quality events space which would attract internationally significant events and performances due to its city centre location.

Achieving well-designed places

- 5.24. Section 12 of the NPPF (2023) seeks to create high quality buildings and places which promote health and well-being, with a high standard of amenity for existing and future users. Developments should establish a strong sense of place and be sympathetic to local character and history. Additionally, the framework emphasises the importance of including local communities in the design process so that developments reflect local aspirations.
- 5.25. The proposals will create a significant, high quality cultural venue in Manchester. The southern wall of Mayfield Depot has been rebuilt using an acoustic cladding wall system, which complements the existing industrial landscape whilst areas left open provide the important visual connection between the Depot and wider Mayfield estate.

Local Development Plan

Places for Everyone (2023)

- 5.26. "Places for Everyone" is a long-term plan developed by nine Greater Manchester districts, including Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan. This plan focuses on job creation, new housing, and sustainable growth. It aims to use brownfield and urban spaces for development whilst safeguarding Green Belt land. The plan also seeks to integrate new developments into Greater Manchester's transportation network and infrastructure.
- 5.27. This plan is the result of a process that began as the Greater Manchester Spatial Framework (GMSF) in 2014, and it has been informed by feedback received from residents, businesses, and the development industry through previous consultations. The plan continued despite Stockport Council's withdrawal from the GMSF.
- 5.28. A period of public consultation ran between August 9, 2021, and October 3, 2021. Following this, the Places for Everyone Joint Development Document was submitted for independent examination on February 14, 2022. The Inspectors were appointed by the Secretary of State on March 1, 2022. The plan has now been approved by the Planning Inspectorate and deemed legally sound and is scheduled to come into effect on 21st March 2024.
- 5.29. Policy JP-J 1 notes the importance of supporting long-term economic growth within Greater Manchester through creating a thriving, inclusive and productive economy. Within this the policy sets out the need to support local job growth and employment opportunities. The Mayfield Depot has had a significant impact on the local economy since its opening in 2019 with c.£50m contributed to the local economy. The venue has also created thousands of jobs, with over 50 people employed each night at Freight Island and over 600 employed for each Warehouse Project event. This level of economic contribution is set to continue with the extension of this temporary planning permission for a further five-year period.

- 5.30. Policy JP-P 3 notes the importance of developing and supporting cultural businesses and attractions within Greater Manchester. Specifically, section 5 of this policy supports the use of using vacant properties and land for pop-ups for meanwhile uses for cultural and creative activities during the day and at night to stimulate vibrancy and viability within town centres. Depot Mayfield provides the optimal meanwhile use to support the ongoing regeneration of Mayfield. Over the past 5 years, Depot Mayfield has been highly successful becoming a central part of the creative and cultural offering in Manchester. This success is demonstrated by the significant visitor numbers with over 1,000,000 people having attended the Warehouse Project art Depot Mayfield since opening in 2019 and c.10,000 people attending Freight Island each week.

Manchester Core Strategy (2012)

- 5.31. The Site is situated within the administrative boundary of Manchester City Council. The Local Plan for Manchester City Centre comprises the following documents:
- Extant Unitary Development Plan policies (July 1995)
 - Core Strategy (July 2012)
- 5.32. The Unitary Development Plan was adopted in July 1995. Alongside the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced, however several policies were saved and remain extant.
- 5.33. The Core Strategy was adopted on 11 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.
- 5.34. All new developments should have regard for the specific issues set out in Policy DM 1. This ensures that all new developments contribute to the overall aims of the Core Strategy. The issues include protection of amenity and local character, environmental standards, and practical matters such as access and safety.
- 5.35. The Site is located within the City Centre for which policies CC1-CC10 of the Core Strategy apply.
- 5.36. The Core Strategy provides a range of policies that seek to ensure a vibrant City Centre. Policy CC1 seeks to provide a range of economic development uses in the City Centre, particular encouragement, and support for development at Piccadilly is provided in this Policy. This Policy also notes that schemes in Mayfield should take account of flood risk issues.
- 5.37. Policy CC4 recognises that the City Centre will be the focus for tourism, culture, and leisure. Development that improves facilities for visitors, including Manchester residents, will be supported.
- 5.38. Policy CC7 encourages mixed use development where possible. Policy CC8 focuses on change and renewal in the City Centre. Developments which make significant contributions to the City Centre's role in terms of employment and retail growth, or which improve the accessibility and legibility of the Centre will be supported.
- 5.39. Policy CC10 seeks to create places that are accessible and attractive to everyone.
- 5.40. Core Strategy policy EN1 expects developments to utilise opportunities for good design to enhance the overall image of the City. The proposed development is of a high-quality design and makes the best use of the Site by providing a flexible structure for a range of possible uses, in accordance with the expectations of the Core Strategy policy.
- 5.41. Policy DM1 of Manchester's Core Strategy sets out the key issues that should be considered when assessing all development proposals. Appropriate attention has been provided and measures taken to address all the relevant issues set out in Policy DM1. More specifically consideration was given to the prevention of crime and disorder, neighbourhood amenity (including noise, ventilation extraction, smoking policy, litter and refuse, and toilet provision), and access.
- **Prevention of Crime and Disorder** – A Crime Impact Statement was produced in support of the previous temporary application. Greater Manchester Police have subsequently confirmed that due to the lack of material changes associated with this application the conclusions as set out do not require an amendment. Security for the events will maintain order at all times prior to,

during, and after the event. A Venue Noise Management Plan has been prepared by Three Spires Acoustics and has been submitted in support of this application. CCTV will be installed at Depot Mayfield and any management staff will be trained in the use of any such CCTV equipment.

- **Neighbourhood Amenity** - the protection of neighbourhood amenity has been a key consideration in the development of the temporary proposals. A Venue Noise Management Plan prepared by Three Spires has been produced and submitted in support of this application. Broadwick are committed to implementing noise mitigation measures through control and dispersal of crowds, further details of these measures have been included within the Event Management Strategy.
- **Smoking Policy** - there will be no smoking allowed in Depot Mayfield at any time as per current UK Law. Should anybody be seen smoking within the building, security will immediately remove the cigarette and extinguish and reiterate to the patron the No Smoking policy or eject them from the premises. Dedicated smoking areas will be provided on Site at all events held at the venue to prevent the use of cigarettes inside Depot Mayfield.
- **Litter and Refuse** – the event area and smoking area will be kept neat and tidy with all rubbish being collected at the end of the event following the dispersal of patrons from the area. Waste and Servicing Details are set out in full within the Waste Management Strategy produced by Broadwick in support of this application.
- **Toilet Provision** - unisex individual portable toilets will be provided on site for public use, including an allocation for users with additional accessibility requirements. The delivery vehicle for these toilets will be able to drive into the building to drop them off and to service the toilets. The toilets will be cleaned and serviced daily during event days.
- **Site Access** - The site is located at the heart of Manchester City Centre, it is extremely accessible to and from the rail and tram infrastructure provided at Piccadilly Station and is adjacent to the Inner Ring Road, providing vehicular access. There is limited parking on site for day-to-day staff only, therefore patrons will be provided with details of local car parks and public transport options, which is also detailed in the Event Management Plan submitted with this application. Delivery vehicles either use areas of Fairfield Street or Baring Street, which provides enough space for delivery vehicles to access and egress in a forward gear and will ensure that impact on existing operations, traffic flows and highway safety will be minimised.
- **Movement** - in relation to pedestrian movement, Depot Mayfield has two level access points that will be utilised for wheelchair and mobility impaired access. The events that will take place within the ground floor area of the building and do not require any movements from these levels and accessible toilets will be available with level access. Proposals are in place to help to facilitate improved DDA compliant access to the rooftop areas of the venue, which were partially implemented as part of the rooftop additions in 2023.
- **Ecology** – It is considered that the Site is of low ecological value and the proposed works are unlikely to result in an adverse impact on ecology. Buro Happold as the ecological consultant have prepared a technical note which outlines the appropriate mitigation measures for the Site which are outlined in Section 6 of this report.

Compliance with the Development

- 5.42. The application proposes a mix of uses, in full compliance with the City Centre policies in the Core Strategy. The introduction of flexible events and exhibition space, supported by food and drink pop-ups will attract a wide range of visitors from Manchester and within the Region, promoting the Mayfield area as a regeneration site and improving the visitor offer in the city.
- 5.43. The proposal continues to re-use a currently vacant site for a variety of flexible uses and fully complies with the Council's aspirations in relation to the regeneration of the Mayfield area.

6. Site Specific Planning Issues

Introduction

- 6.1. This section identifies and summarises the key site-specific planning considerations relevant to the determination of the application.

Principle of Development

Compliance with the Mayfield SRF (2018)

- 6.2. The Mayfield SRF is a commercially led regeneration project which clearly sets out the need for temporary 'meanwhile uses' to help kick start regeneration within the area as well as facilitating economic and social activity within the local community. The benefits of 'meanwhile uses' for a socially beneficial purpose enable low cost and low risk opportunities for small enterprises, businesses or community groups to have high profile space and engage with the local community. It is also noted that 'meanwhile uses' bring vacant land and properties back into use and help contribute to a better physical and social environment.
- 6.3. It is set out within the SRF that the vision for the 'meanwhile uses' at the Mayfield Depot is to support a wide range of events, including food, leisure, and well-being activities. Over the last five years, the meanwhile uses brought forward at the Site has been highly successful in realising the vision as set out within the SRF with over 2.4 million visitors attending Mayfield today bringing significant socio-economic benefits.
- 6.4. In terms of economic benefits, The Warehouse Project alone injects £10.5 million per season into the local economy, while freight island generates £2.4 million of spending annually. Through these two activities Depot Mayfield is estimated to have generated over £50 million to date for the local economy. Thousands have jobs have also been generated with over 1000 skilled construction workers employed to support the project, a minimum of 50 staff members per night employed at Freight Island as well as 600 per night employed at The Warehouse Project Events.
- 6.5. Depot Mayfield also works with numerous charities offering space free of charge, as well as holding events that generate funds for charities. An event in 2023 generated £36,500 for the Greater Manchester Mayor's Charity 'A Bed for Every Night'.
- 6.6. Whilst there are a significant number of social and environmental benefits listed above through the meanwhile use, the long-term priority for Depot Mayfield and the neighbourhood remains in line with the SRF. The long-term vision, as highlighted within the SRF, is for the Mayfield Depot to be redeveloped with building located on top of the existing structure with a combination of office and residential use, to acting as the key asset between Mayfield and the wider city centre.
- 6.7. Given the complexity of delivering buildings on top of Mayfield Depot, the immediate and catalytic regeneration priority at Mayfield is currently located south of the regeneration area. This is exemplified through the multiple permissions that have already been approved in relation to Phase 1a.
- 6.8. Mayfield Park, alongside an 11-storey mobility hub and 9-storey office development was granted permission in February 2020 (LPA Ref.: 124972/FO/2019) with the park being completed in September 2022. In addition, a 13-storey office block known as The Republic was approved in February 2020 (LPA Ref.: 125248/FO/2019) also located to the southern boundary of the Mayfield area.
- 6.9. To gear up to commencement of the Phase 1a development on Site, design changes to the mobility hub and two offices resulted in amendments and revised permissions, which were secured in September 2023. Phase 1a is set to commence on Site later in 2024, highlighting the commitment to progressing with the regeneration of this neighbourhood, most notably in the southern portion of the Mayfield Site. The continued meanwhile use of the Depot Mayfield will drive economic and social benefits for the city in the short term before it is redeveloped in line with the Mayfield SRF.

Development Management Policies

Event Management

- 6.10. An Event Management Strategy has been prepared by Broadwick for the temporary use of the Mayfield Depot and is submitted with this Application. This document sets out an outline strategy for the curation and management of events and activities at the site, comprehensively covering all areas of consideration.
- 6.11. The measures included in the strategy in relation to noise, waste management, servicing, event set up and visitor egress will seek to minimise any impact on neighbouring sensitive receptors. All events and day to day activities will be curated, managed, and overseen by Broadwick and will be operated in line with technical recommendations.
- 6.12. As the Site is located within the city centre, background noise is predominantly generated by road traffic and the train line when the venue is not in operation. Therefore, with the mitigation proposed and currently in situ, it is not anticipated that the Proposed Development will have a significant impact on surrounding neighbouring sensitive receptors over and above that expected within a city centre location.
- 6.13. The Site will be secured through on-site security, out of hour patrols and CCTV. A Security and Stewarding Plan will be prepared and submitted (where required) as part of the Event Management Plan each relevant event (or series of events) and will be approved by the venue and/or Safety Advisory Group.
- 6.14. Overall, the approaches to event management have been successfully implemented and utilised over the previous five-year period under the terms of the previous permission. A specific Event Management Plan will also be created for each event in detail, highlighting specific information relating to it and any procedures that may differ from general venue plans, which will be shared with the relevant authorities.

Safety and Security

- 6.15. A comprehensive event management strategy, to enhance visitor experience and mitigate potential effects on local resident business' is integral to the successful operation of the venue. The Event Management Strategy document provides detail of the measures, which will be implemented in the management and maintenance of the venue and includes the following topics:
- Site Management
 - Premises Licences
 - Event Management
 - Fire Safety
 - Crowd Management and Security
 - Co-Ordination with Other Events
 - Utilities
- 6.16. Prior to the submission of the previous temporary permission (LPA Ref.: 123728/FO/2019) a Crime Impact Statement (CIS) was produced following liaison with GMP which outlined key security recommendations for the scheme. These recommendations were successfully implemented and subsequent liaison with GMP has confirmed that an update to the CIS was not required to form part of this application due to the lack of material changes associated with the proposals. The previously prepared CIS has been resubmitted with this Application for completeness.

Acoustic

- 6.17. A Noise Management Plan has been prepared by Three Spires in support of this Application, which provided noise limits appropriate for the Proposed Development based on the background noise levels, type of activity taking place at the venue and the distance to the nearest sensitive receptors.
- 6.18. Noise limiting criteria were based upon MCC technical requirements and predictions and validation sound tests have been undertaken for previous users, which has confirmed that the venue is an

appropriate location for the proposed events due to take place subject to the necessary mitigation measures being implemented on site.

- 6.19. Previous reports identified a requirement to further add acoustic insulation to one of the arches located and accessed from Temperance Street, or from within the venue. Those previously outstanding works to Arch 10 have now been completed and validation testing undertaken, which confirms compliance with MCC requirements.
- 6.20. A noise management system, including sound system design, monitoring and community engagement has been implemented to promote the local authority requirements and the licence holder and promoters are committed to a continual improvement strategy. Over 150 musical events and concerts have been held within Depot Mayfield since it opened in 2019, with only 5 noise complaints associated with the venue. The Council have undertaken regular Licensing inspections during this time, and they have been satisfied and generally provided a positive response to the operation of the venue.
- 6.21. It is therefore considered that the operation of Depot Mayfield including the platform area will comply with planning requirements and promote the Licensing Act 2003 objective of the prevention of public nuisance and Manchester City Council's Planning and Noise Guidance. Full details of the proposed acoustic limits for the venue are provided within the supporting Noise Management Plan prepared by 3Spires.

Waste Management

- 6.22. A Servicing and Waste Management Strategy has been prepared by Broadwick. A summary of the waste storage provide is as follows:
- Freight Island:
 - 9x 1100ls General Waste, 10x 1100ls Card / Paper, 10x 1100ls Glass – collected daily where applicable.
 - Depot Mayfield (day to day):
 - 5x 1100ls General Waste – collected weekly.
 - Depot Mayfield (events):
 - Volume and numbers event dependent and collected on an Ad hoc basis, which is all recyclable waste streams (e.g. either cans or cardboard, with no glass or general waste).
 - Arches 5, 6 and 7:
 - Collected daily as applicable when the kitchen is in use. Arches 5&6 uses vary from storage to workspace use, to events. Therefore, there is no set frequency for bin collections and is managed via private collection.
- 6.23. Waste disposal services are provided by a licenced carrier and waste receptacles will be provided to separate waste streams as required. Waste generated from each event will be identified on all event management plans submitted for review and authorisation by Landsec U+I.

Ventilation

- 6.24. Core Strategy Policy DM1 states that all development should have regard to key development management considerations, including ventilation. Ventilation is a due consideration for this application by virtue of the internal food vendors at Freight Island and when Depot Mayfield is being utilised for larger events.
- 6.25. Freight Island incorporates a number of 'semi-permanent' kitchen set-ups to allow 'pop up' catering / kitchen provisions for the wider venue. Dedicated commercial grade kitchen extraction systems are installed to these 'semi-permanent' catering kitchens. There are circa 7no dedicated extraction points serving 7no individual kitchen operations as follows:
- 4no extraction systems at south side of venue
 - 1no extraction system at Roof level above 'Freight Island'
 - 2no extraction systems on the side façade to Baring Street.

- 6.26. In locations that adopt a temporary catering establishment comprising of 'pop up' kitchens, these establishments will typically be packaged bespoke fitted out shipping containers or food trader trucks. These units will have appropriate professional electrical cooking facilities with associated extraction filtration hood, fan and terminates via a roof extract cowl (example photos below).
- 6.27. These catering units typically have openable serving hatches which when in use provides sufficient ventilation for background requirements. In addition, over the cookline are dedicated stainless steel extract canopy providing mechanical extract for any odours and fumes from the cooking appliances. The unit has integral baffle filters to aid grease collection.
- 6.28. The dedicated kitchen extract system is of professional grade and ensures sufficient extraction of vitiated air to atmosphere via filtration baffles and roof mounted terminals. Given the remote proximity and heights of the unit to surrounding business / residents we do not envisage this to pose any issues to them.
- 6.29. Full details of the Proposed Development's ventilation equipment are provided in the ventilation strategy prepared by TEP, demonstrating that all areas where ventilation and extraction is required are sufficiently catered for.

Other Material Considerations

Ecology

- 6.30. An updated ecological technical note has been produced by Buro Happold in support of this application, which includes the key findings from an ecological site walkover and preliminary roost assessment of Depot Mayfield, before identifying any necessary mitigation resulting from the proposals.
- 6.31. This report notes that the Site currently has limited ecological value due to previously recorded habitats having been mostly cleared as part of previous works and the site being dominated by hardstanding and the buildings. The proposals comprise to extend the temporary use change of the site and refurbish some internal rooms, including the existing bar in the upper section of B2. It is considered unlikely that the extension of the planning application will result in an adverse impact on ecology on site.
- 6.32. The following outlines mitigation actions that are considered appropriate for the intended use of the site:
- The internal features of the Archive and Railway Arches 5, 6 and 7 were deemed unsuitable to support roosting bats and no additional external features were recorded during the survey. There are no proposed works or change of use for the Archive or Railway Arches 5, 6 and 7, and therefore no impacts are anticipated.
 - No additional external features were recorded in B23 during the survey. If this were to change and any proposed works could impact the bat roost located in B23, an update assessment may be required, along with a licence from Natural England.
 - It is considered that there will be no amendments proposed to the north-eastern elevation of B1 where the bat roost was identified in 2017, and therefore there should be no additional impacts to identified bat roosts on site as those on B2 have already occurred. If there are likely to be modifications to the elevation of the B1 building, or if scaffolding/structures are required to support the development of the bar area in this location that may obstruct the roost either temporarily or permanently, an update assessment may be required, along with a licence from Natural England. Any lighting associated with the bar area above the roost in this location on B1 should not cause light spill onto the elevation below where the roost is identified.
 - It is considered that, since no works are proposed in the southern elevation of B2 where an additional gap in brickwork was identified, there are no impacts anticipated in this section. If there are likely to be modifications to the elevation of the southern section of B2, an update assessment may be required.
 - The use of B1, B2, the Archive and B23 is proposed to remain unchanged since planning application 123728/FO/2019, and therefore it is considered that additional impact resulting from the change of use is not expected.

- 6.33. It is considered that by applying the above mitigation actions, the proposed use of the site as a per planning application 123728/FO/2019 and the small refurbishment work proposed, will not result in an adverse impact on ecology within the site and locally.

Traffic and Transport

- 6.34. Core Strategy Policy CC5 notes that developers should work with public transport providers to ensure that users are able to access development by sustainable means, especially taking account of times when developments are likely to be the busiest. Policy T2 outlines that the Council will actively manage the pattern of development so that new development is located to ensure good access to the City's main economic drivers, is easily accessible by walking, cycling and public transport and that appropriate levels of car parking are provided.
- 6.35. A Travel Plan has been prepared by Broadwick, which provides details of the sustainable travel choices available to both employees and visitors to the Site. Several initiatives have been identified to influence and encourage the adoption of sustainable transport choices. The measures consider the requirements of the individual businesses, the access factors relevant to the Site, and reflect the temporary nature of the proposed development.
- 6.36. The Site benefits from extensive public transport options offered by its City Centre location including the proximity to the train, Metrolink and bus services, with Piccadilly Train Station, Metrolink Station and London Road Bus Stops all being located within a 4-minute walk of the Site.
- 6.37. The location of the Site also means that it is highly accessible for cycling and walking trips, which would particularly be attractive for people coming to an event during or after their working day in the city centre, rather than waiting for public transport. 25 cycle parking spaces are provided at Mayfield Park adjacent to Depot Mayfield as well as a further 228 mixed use cycle parking spaces available throughout Manchester Piccadilly Station, located a 4-minute walk from the Site.
- 6.38. The licensed cab rank at Manchester Piccadilly Station and Uber marshalling point on Fairfield Street provide another potential transport mode to access and leave the venue, which will likely be popular for late night events that go on beyond 23:00. This is acceptable in relation to the operation of the local highway network as there is a very limited amount of other general traffic save for taxis after 11pm, which continues to decrease throughout the night.
- 6.39. Overall, the impact of the use of Depot Mayfield for temporary events is not considered likely to generate unacceptable transport impacts.

7. Conclusion

- 7.1. This Statement accompanies an application for Full Planning Permission on behalf of Broadwick for a temporary mixed-use event, food and beverage, live performance, sports and well-being space at the ground floor and roof space of Depot Mayfield and the arches located on Temperance Street. The venue will be managed on a day-to-day basis by Broadwick, whilst the events are managed indirectly through the event space hirers or anchor tenants taking occupation of the space.
- 7.2. The proposals are in line with the adopted Mayfield SRF (2018), which identifies temporary activity in the area prior to redevelopment. The proposals will ensure the continued provision of world-class flexible spaces which can be used for theatre, music, dance, art and other performance-related events and conferences and see the potential introduction of sports and well-being facilities. Ancillary facilities will also be provided, including a bar, food pop-ups, a marketing suite, administrative and back of house functions.
- 7.3. The proposals as set out within this Planning Statement have been successfully delivered and operated over the last 5 years and its continued use for another 5-year period is consistent with details and phasing strategy for the wider Mayfield neighbourhood and will support its ongoing process of regeneration.
- 7.4. The proposal will continue to deliver significant and genuine public benefits for Manchester and the wider City Region, in the context of its adopted strategic economic, regeneration and planning objectives.
- 7.5. A detailed assessment of the proposals has been undertaken against adopted planning policy as set out in the Section 5 of this Statement. The Proposed Development is consistent with the aims and objectives of the Development Plan and is further justified in the context of other material considerations, including the NPPF and measures taken to mitigate any identified impacts.
- 7.6. It has been demonstrated that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

Appendix A – application documents

The Application is supported by the following documents:

Application Documentation	Author
Application Form, Ownership Certificate and Notices	Deloitte LLP
Planning Application Fee	Broadwick
Application Site Boundary and Location Plan	Broadwick
Existing and Proposed Plans	Broadwick
Planning Statement	Deloitte LLP
Event Management Strategy	Broadwick
Servicing and Waste Management Strategy	Broadwick
Ventilation and Extraction Strategy	TEP
Travel Plan	Broadwick
Noise Impact Assessment	Three Spires Acoustics Ltd
Ecological Technical Notes	Buro Happold



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