

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130034/JO/2021

Date registered valid: 20 April 2021

Proposal: S73 (Minor Material Amendment application) to amend condition 2 (approved dwgs) (Changes to comprise: change to the material and appearance of the theatre cladding system; expansion of the picture window, changes to the back-of-house towers (substitution from channel glass to translucent film and use of curtain wall to part elevation), omission of the cladding to the external truck lift and alternative corner protection and amendments to align with submission of information in respect of the detailed design of the public realm ((including changes to facilitate alignment with a prohibition of driving order to part of of Water Street) (application ref no CDN/20/0187)) attached to application ref no 119890/VO/2018 as amended by 121792.

Address: Factory, 161 Water Street, Manchester, M3 4JQ

Ward(s): Deansgate Ward

Applicant: Manchester City Council C/o Agent

Agent (if any): Miss Frances Hampson Deloitte LLP Corporation Street, Manchester, M4 4AH

Case officer: Angela Leckie
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Recommendation: Approve

Date of recommendation: 23-08-22

Application details

Type of application: Variation or Removal of Condition

Development type: Largescale Major Other

Date of site visit: 21 April 2021

Standard consultations:

Printed: 22 April 2021 Expired: 22 May 2021

Neighbour notifications

Printed: 22 April 2021 Expired: 22 May 2021

Site notice

Posted: 21 April 2021 Expired: 21 May 2021

Press advert

Published: 27 April 2021 Expired: 27 May 2021

Departure from Development Plan: No

Environmental Statement: RECV

Description of site/building

Listed building: Not applicable

Conservation area: Castlefield Conservation Area 1979

Tree Preservation Order: Not applicable

Site Description and Planning History, Background and Context

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

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

The site contains the Grade II listed Colonnaded Railway Viaduct, and is in the Castlefield Conservation Area. There are several listed buildings nearby including buildings associated with the world's first passenger railway line and station including the 1830 Warehouse (Grade I), former Liverpool Road Station Masters House (Grade I listed), Stephenson's Bridge (Grade I) and 1830 Viaduct (Grade II), as well as the Zig-zag viaduct (Grade II) and cast iron viaduct (Grade II). The Bonded Warehouse is a non-designated heritage asset.

The site was occupied by Granada Studios until 2014 when it was acquired by Manchester Quays Limited, a joint venture between Manchester City Council and Allied London. It is part of the St John's Masterplan area which aims to establish a new residential, cultural and creative neighbourhood.

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

Following this the design was developed in consultation with a specialist consultancy team, contractors and Manchester International Festival (MIF). This resulted in a number of changes and applications were submitted and approved to reflect these amendments which comprised a reduction in scale and shape of the theatre with outer skin of the theatre becoming more faceted and a reduced in capacity from 1600 to 1520. The orchestra pit was redesigned and an ocular window would be removed from the elevations to address operational and acoustic requirements. The truck lifts were moved externally to the Theatre and the layout of the foyer space was amended. The proposed number of penetrations to the arches in Grade II Listed Colonnaded Viaduct were also reduced with columns re-located (application ref no 119890/VO/2018 and 119892/JO/2018).

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

Description of development

This application seeks consent for a number of minor material design amendments which principally comprise:

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

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

In more detail the **design changes would comprise the following:**

- The white, Single-ply membrane approved in 2018 is replaced with a white, standard seam metal roofing;
- A dummy flat rainscreen panel (powder coated aluminium) is to be added adjacent to the picture window to visually extend its size;
- The ventilation louvres have been further integrated and developed into the detailed design of the MEP equipment located within the plantroom at the upper level of the theatre;
- Omission of overcladding (decorative louvres) of the concrete at the truck lift;
- The composite metallic cladding to the Towers is now proposed to be orientated vertically rather than horizontally;
- The metal mesh would change from elephant grid to expanded metal;
- Translucent standard glazed curtain walling would replace the previous channel glass to the Towers due to acoustic performance requirements; and

- There would be slight changes in window sizes and locations within the Tower as a result of internal layout changes and also to ensure that appropriate light levels and privacy is achieved.

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

Changes to River Irwell edge

Along the waterfront, a flat steel bar balustrade is proposed to provide protection from falling from height. The balustrade is going to have an open top design, providing a stronger open connection of the river with the site. Colour subject to further detail.

Public Realm additional details and amendments:

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

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

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

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

The submission now also includes more detailed design of the public realm in accordance with the previously approved concept and principles following technical input from the design team and a wider group of stakeholders, including input in relation to accessibility, security and highways matters.

The detailed design of the paving pattern has evolved from OMA's graphical concept of theatre elements, to include features such as the spotlight and Welcome Mat.

Hard landscaping materials would comprise: Welcome Mat - In Situ Concrete - clay red colour

Spotlight - In Situ Concrete - mid grey colour; In Situ Concrete - light grey colour; Yorkstone Flag Paving (to match existing to Ordsall Chord); Yorkstone Sett Paving (to match existing to Ordsall Chord); Yorkstone Sett Paving; Permeable Paving - Green Gap Paving; In Situ Concrete - grey colour, brushed finish; Granite Flag Paving.

The number of blue badge bays within the public realm has increased from 5 to 10 and they are relocated to Water Street.

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

Consultations & Notification Responses

Publicity – The application has been advertised in the local press as a Major Development, affecting a listed building and conservation area and as accompanied by an Environmental Statement. A site notice was displayed on site and occupiers of neighbouring properties were notified about the proposals. No representation have been received.

Highway Services - Has no objection. They have noted that the public realm and prohibition of driving (POD) proposals are acceptable in principle and that paving and public realm details will need to be agreed between the developer and the MCC Statutory Approvals Team and such measures delivered through a S278 highways agreement.

Environmental Health – Have no objections subject to approval of specified submitted supporting information for conditions 14 and 19 and subject to submission and agreement of verification reports in relation to both of those conditions.

MCC Flood Risk Management - Has no objection.

Greater Manchester Police – No comments received.

Historic England (North West) - Did not wish to offer any comments and suggest that the views of the City Council's specialist conservation and archaeological advisers, is sought as relevant.

Environment Agency - Has no objection

Transport For Greater Manchester – No comments received.

Greater Manchester Ecology Unit – No comments received.

Network Rail – No comments received.

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

Canal & River Trust - Has no comment to make.

Manchester Water Safety Partnership - Would like to see the details around the edge protection, lighting and any safety equipment (such as reach poles and perry lines) as well as the signage strategy in relation to water safety. The WSPB are happy to advise and input. We are

also keen to understand the approach to water awareness and rescue training during the construction and operational phase.

Greater Manchester Archaeological Advisory Service – Has no objection.

The Theatres Trust : State that as the primary element of these alterations brings the development into line with necessary standards reflecting advice we provided previously, we are supportive of the granting of planning permission for these minor material amendments

The Museum of Science and Industry (MSI)- No comments received.

Corporate Property – no comments have been received.

City Centre Regeneration – no comments have been received.

Greater Manchester Pedestrians Society – no comments have been received.

Castlefield Forum – no comments have been received.

Salford City Council – No objections.

Travel Change Team – no comments have been received.

Wildlife Trust – no comments have been received.

Greater Manchester Geological Unit – no comments have been received.

Natural England: Has no comment.

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

The Proposed Development is an "Infrastructure Project" (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 1.8 hectares and therefore exceeds the 1.0 hectare threshold set out in Part (i) Schedule 2 10 (b) of the EIA Regulations. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development.

The EIA was carried out on the basis that the Proposed Development has the potential to give rise to significant effects on the environment.

In accordance with the EIA Regulations, this ES sets out the following information:

A description of the Proposed Development comprising information about its nature, size and scale;

- The data necessary to identify and assess the main effects that the Proposed Development is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the Proposed Development's possible impact on human beings,

flora, fauna, soil, water, air, climate, cultural heritage, landscape and the interaction between any of the foregoing material assets;

- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

The 2018 planning application was supported by the 2016 ES together with an EIA Addendum (Preface) through which the conclusions of the 2016 ES were checked against the revised scheme and the EIA consultants confirmed that there was no material change. Consequently, the 2016 ES is the most up-to-date ES pertaining to the site. Due to the limited nature and scale of the changes to the approved proposals in this application, the conclusions of the 2016 ES are unchanged by the current proposals. As such, further updates to the ES have been screened out and technical responses pertaining to the relevant technical chapters confirming this are submitted in support of this application. These conclude that the conclusions of each relevant ES Chapter and the subsequent addendum remain valid.

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

Issues

These are considered below in so far as they relate to the changes proposed within the application. Otherwise the 2018 Committee Report remains relevant.

Local Development Framework

The principal document within the framework is The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") which was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester's future development.

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC3, CC2, CC5, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8 and DM1 for the reasons set out below.

The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles - provides a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by private car.

SO2. Economy - supports further significant improvement of the City's economic performance and seeks to spread the benefits of growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide new jobs during construction and would provide housing near to employment opportunities.

S05. Transport - seeks to improve physical connectivity, through sustainable transport networks, to enhance function and competitiveness and provide access to jobs, education, services, retail,

leisure and recreation. This development would be in a highly accessible location, close to all modes of public transport and would reduce the need to travel by private car and make the most effective use of public transport facilities.

S06. Environment - the development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality; and
- improve recreational opportunities;
- and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework (NPPF) - The NPPF sets out the Government's planning policies for England and how these are expected to apply. The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7). Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraph 12 provides: "Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise."

The proposed development is considered to be consistent with the following sections of the NPPF:

Section 7 Requiring Good Design - The proposed scheme has been the subject of significant design consideration, consultation and evolution. The building would be of a high quality and would complement the high standard of design generally in the area. The development would be integrated into the natural and built environment and its scale and form is considered to be acceptable within its context.

Relevant Local Policies

Adopted Core Strategy - The proposal is consistent with the Adopted Core Strategy for the City of Manchester, specifically the following policies:

Policy SP 1 (Spatial Principles) - The development would make a positive contribution to neighbourhoods of choice by enhancing the built and natural environment, creating a well designed place that would enhance and create character, re-use previously developed land and reduce the need to travel.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in development which would enhance the character of the area and the overall image of Manchester. The design responds positively at street level. The positive aspects of the design are discussed in more detail below.

Policy DM 1 - Development Management - sets out the requirements for developments in terms of BREEAM and outlines a range of general issues that all development should have regard to. Of these the following issues are of relevance to this proposal:

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

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC18.1, DC19.1, DC20 and DC26 for the reasons set out below.

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Other relevant National Policy

Section 16 (2) of Listed Building Act provides that “in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses

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

S72 of the Listed Building Act 1990_ provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area

In relation to the above and in terms of the NPPF the following should also be noted:

Paragraph 199 states that: When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 states that: Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Paragraph 201 states that: Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 202 states that: Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 203 states that: The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The proposals would on balance result in a high quality development which would make a positive contribution to the regeneration of the wider St Johns SRF Area. Special regard to the desirability of preserving or enhancing the character or appearance of that area is demonstrated through with the design considered to be complementary to the character of the adjacent listed buildings and conservation area.

The positive aspects of the design of the proposals, the compliance of the proposals with the above sections of the NPPF is fully evaluated and addressed in the report below.

St John's Strategic Regeneration Framework (2016 / 2017)

Factory forms part of the St. John's Masterplan area in Manchester City Centre. The redevelopment of the site is supported by the St. John's Masterplan and Strategic Regeneration Framework (SRF), which were formally adopted by Manchester City Council's Executive Committee in February 2015, updated in July and November 2016 and January 2017.

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

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

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

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

- To deliver a best-in-class City Centre neighbourhood; a place to live, work and play; a place for enterprise and innovation; for culture, entertainment and leisure; a unique proposition for Manchester that will raise its international profile and set it apart from its peer cities.
- Development that is fully integrated both functionally and physically with the City Centre and adjoining city centre neighbourhoods.
- To re-establish Manchester's tight-knit urban grain and create a meandering network of public spaces and complementary range of uses.
- A form of development that retains and reutilises key heritage assets and integrates those features into the new urban form.
- A series of existing and new public landscaped spaces will be created that support a new network of routes and linkages which connect the different parts of the site to its neighbours and the River Irwell, as well as anchoring the major buildings.
- A scale of building form that in height and plan extends the scale of the St. John's Street district across the site. To the west of the site, adjacent to the River Irwell, there is the potential to introduce taller, elegant residential buildings.
- Potential to accommodate 2-3 arts and cultural buildings.

Planning Permissions

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

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

Manchester Grande (Old Granada Studios) – refurbishment and redevelopment of the former Granada Headquarters building and studios for a hotel and associated event space, together with a new office building – Planning Permission granted October 2015 (109246/FO/2015/C1). Planning Permission was subsequently granted in May 2018 (118040/FO/2017) for a revised scheme including office, residential, retail, event and filming studios, a hotel including members club and a rooftop pool, and an energy centre.

Village Phase 1 (South Village) – residential-led redevelopment of the former Coronation Street set and adjoining land, to provide 57 residential units together with retail and workspace at lower levels and associated public realm and car parking submitted – Planning Permission granted October 2015 (109466/FO/2015/C1)

St. John's Place – provision of four buildings (52, 18, 8 and 4 storeys) comprising: residential uses (387 apartments), two hotels and ground floor retail accommodation with associated public

realm including the creation of a section of riverside walkway and car and cycle parking. Planning Permission was granted in October 2016 (109660/FO/2015/C1).

Central Village and Tower 1 This scheme comprises two main elements: a 36 storey residential tower with retail at the ground floor and; a 7- 8 storey mixed use building with retail uses and workspace on the lower floors. The two elements are designed within a high quality new public realm. Planning permission granted in March 2017 (114385/FO/2016) - superseded by Tower 1- Full Planning Permission for the erection of 32 storey plus two basement level mixed use building (sui generis), comprising co-living units, amenity space, gym and flexible commercial space, landscaping, access and other associated works (125655/FO/2019)

Tower 2 –This scheme comprises a 36 storey residential tower with retail at the ground floor and public realm including the first phase of the Riverside Walkway. Planning Permission granted in March 2017 (114723/FO/2017) superseded by Full Planning Permission for the erection of 36 storey plus basement level mixed use building comprising co-living units, amenity space and flexible commercial space (Sui Generis), co-work (Use Class B1), landscaping, access and other associated works. (126648/FO/2020).

Conservation Area Declarations

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

Design Issues and Architectural Quality and Impact on setting of Adjacent Listed Buildings and character of the Conservation Area

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

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

It is noted that the amendments are proposed in response to the need to use a more suitable and safer material that will allow the angular design of the theatre to be successfully achieved.

Other materials are proposed for the cladding and glazing to the truck lift and towers in response to requirement which have evolved during the construction process. Alterations to the picture window and ventilation elements of the theatre façade are appropriate to provide improved visual consistency across the façade. Through discussions with the manufacturer for the single-ply membrane it was made evident that it is not a suitable material for the proposed, very angular use. For example, the proposed angle of the membrane may have meant a suitable fire safety standard could not be achieved. This is because single-ply is a standard finish for building roofs; however, the fire certification is for roofs only and this presents an issue with parts of the Theatre being classified as wall in accordance with the certification terminology due to being more horizontal in nature. Given that the certification does not test for the usage as walls, it has been necessary to discount the use of single-ply.

As an alternative which would meet the fire safety requirements, a white standing seam metal is considered to be an appropriate quality of alternative external cladding solution. The seams on the material will produce a shadow and be rotated within triangulated planes to emphasis a 'jewel' like shape, creating a high quality finish appropriate for a scheme of this regional prominence. The ribbing of the material has been orientated as required for drainage.

The proposals to extend the glazed panel to would visually extend the size of the approved window/opening and it is considered that this would be an enhancement to the previous scheme and create visually pleasing proportions to the façade.

The revised louvre design is considered to provide improved visual consistency of the ventilation louvres within the façade as a whole.

The concrete for the truck lift has now been poured, and the overall finish has been of much higher-quality than it was initially thought could be achieved, as a result it is considered that the over-cladding is no longer necessary.

The horizontal cladding would allow an improved installation methodology and a simplification of the spans of the material to the supporting structure. This will assist in creating a coherent language at Factory and complements the revised façade of the theatre.

The channel glass was not able to achieve the acoustic requirements for the tower façade.

As with the original approval the materials have been selected for proven functionality, durability, longevity and ease of cleaning. Key factors that have been evaluated are the appropriateness of these for buildings of this scale, form, massing, proportion and silhouette. The quality of the detail, including the corner interfaces and interfaces between the different components are key to creating a successful development that has an acceptable relationship to other structures. Materials have been viewed on site and a record on this and a strategy for Quality Control Management has been submitted would form part of any approval. From the site visit Officer are satisfied as to the quality of the materials and details of jointing and fixing.

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

The proposed amended scheme would continue to be integrated into its city centre context without compromising any adjacent designated heritage assets. The development positively uses a brownfield site to complement the character, scale and massing of the enclosed heritage assets and the contemporary development of St John's.

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

The proposed scheme, on balance, preserves the character and appearance of the conservation area and the setting of the nearby listed buildings, and thus complies with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It does not lead to 'substantial' harm or any meaningful level of 'less than substantial' harm to the setting of the conservation areas, or any other heritage assets. The proposals form part of the high quality regeneration of the city centre and meet the requirements set out in paragraphs 199, 200 and 202 of the NPPF.

For the reasons set out above, it is considered that notwithstanding the considerable weight that must be given to preserving the character and appearance of the nearby listed buildings and the

character of the Castlefield Conservation Area, it is considered that the proposed scheme has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 197 of the NPPF.

Public Realm

It is noted that the detailing of the public realm scheme is now more advanced from that in the original submission. As such the finalised public realm scheme incorporates measures to create a safe and secure environment, including lighting and CCTV. It is noted that there will be a comprehensive management strategy in place for dispersal and vehicle movement, in line with the approved scheme and Event Management Strategy and Travel Plan.

In terms of hard landscaping, these elements give the spaces character and identity through use of different materials, such as different colour in situ concrete and natural stone paving.

Materials have been chosen which are robust and durable to enable the spaces to accommodate large volumes of people, withstand heavy goods service vehicles as well as accommodate and sustain the potential needs of events which may occur, including fire resistance and ground fixings. However they would also be complementary to the building design.

The dominant material used in the public realm is exposed aggregate in situ concrete. In situ concrete is effective in creating a surface which seamlessly takes up level changes. This would be applied in four locations, with two different visual aesthetics created by using varying matrices and aggregates. In general, area 1 will have dark grey tones while area 2 will have a light grey tone. The use of poured concrete will also allow for a number of finishes to serve different functions, for example a brushed finish is proposed around columns and adjacent to fire escapes, as a warning for visually impaired users without the need for introducing a new material, and as a finish within the service yard.

At the Ordsall Chord Interface the hardworks materials used as part of the scheme would be predominantly Yorkstone flags and setts as well as black granite flags and reclaimed cropped cobbles. These materials will be laid at interfaces to Ordsall Chord, the Viaduct, Bonded Warehouse in small quantities for a consistence appearance and a neater transition.

MIF expressed a desire for a green transition from Factory Square to the river side from the outset of the project to give the Square a softer edge which feels appropriate along the river in contrast to the otherwise hard material palette. A pure lawn area was looked at but was not considered fit for purpose due to the high wear and tear associated with the use during MIF events. A fully planted soft edge would provide visual benefits only and could not be accessed, limiting the area for events further and would likely get damaged during events. These were the reasons why the design team explored the use of a precast concrete unit which can be combined with a grass infill to create a soft green appearance. It is proposed that a high proportion will be filled with grass towards the river edge and moving towards the building more will be standard block units for more frequent pedestrian routes and a designated access towards the river. The modules are capable of withstanding heavy traffic should service vehicles need to drive over this area. It is noted that the units, if filled with grass, may be harder to traverse than standard units. Therefore a route through the green edge is included to allow all users access to the water front.

The majority of the trees are planted informally along the river's edge. The trees would provide a vertical framework and seasonal colour to animate the space throughout the year. Overall trees will be provided within the public realm scheme, and this contributes to the biodiversity and greening of the site whilst also providing an appropriate replacement for the four trees lost as a

result of the proposals (two of which were moderate quality and two of low quality). There are no further existing trees that will require to be retained.

Tree species have been selected for their suitability to cope within an urban and windy site environment. Sites within these locations are associated with higher stress levels resulting from poorer access to nutrients and water, greater pollution and higher temperatures. The trees located on low points are in addition able to cope with short periods of flooding should a flood event occur, otherwise they are able to cope with periods of drought.

Festival Square to the north of the site is being framed by tree planting from the adjacent development.

A small area of grass planting is proposed along the river between concrete paving to provide a softer edge. We are proposing to accompany the grass planting with some Bluebell bulb planting within the gaps. We are also proposing some incidental perennial planting within some of the gaps further away from main pedestrian flow like *Lysimachia nummularia Aurea* - Creeping Jenny and *Thymus pseudolanuginosus* - Woolly Thyme.

To attract wildlife and increase biodiversity a minimum of two bat boxes and two bird boxes will be installed within the site. These are currently proposed to be installed on top of the roof structure. The final design of the boxes will be developed through public engagement exercise run by MIF, March 2021.

Furnishings across the public realm will be a variety of robust finishes detailed to fit in with the overall contemporary aesthetic. Safety and flexibility during events were the main drivers for the external furniture design and their chosen location. The majority of the furniture is movable. Movable seating cubes (these would primarily act as secure barriers to control vehicle movement) and a seating wall (main function to transition the level change between the cycle / footway and the lower level of the square). The use of pre-cast concrete offers a robust seating solution suitable for the potential high intensity of use.

Most lighting to the external spaces is going to be achieved via soffit lighting within the Factory building, with a small number of lighting columns located along the riverfront. These 18m tall columns will be a simple tapered powder coated steel column with multi headed projectors. Multi headed projectors to top of the column are of modern and simple appearance to complement the building height but not to draw too much attention to the element so as not "steal the show".

Disabled Access

The public realm design has been developed in consultation with the Planning Services Access Officer and there has been specialist input on behalf of the City Council by an external Access Consultant. The requirements for all users including; users with mobility visual and cognitive impairments, deaf users, older users and small children have been considered in the final design. AD Part M, BS8300: Volume 1 2018. and Design for Access 2 have been used as a best practice guidance document.

Several design principles are used to accommodate visually impaired users which are outlined below.

- **LEVEL SURFACES:** The public realm has been designed as one unified plane - avoiding the use of kerbs steps and edges where possible creating a fully inclusive safe pedestrian zone. Entrances to buildings do not exceed 1:30 and entrance are clearly legible.
- **COLOUR CONTRAST STEP NOSINGS:** Step nosings will have a contrasting colour so that they stand out and minimise the risk of tripping or falling. Steps will also follow Part M compliance with the incorporation of handrails and tactile paving.

- **TEXTURE CONTRAST:** There are several building columns located within the public realm. It is proposed that a variation in texture or finish will be applied around columns to provide warning to visually impaired users. Columns will be surrounded with a brushed finish to contrast the general finish applied to the rest of the surface
- **TACTILE PAVING TO CYCLE/FOOTWAYS:** A 2400mm band of tactile hazard paving will be provided to the start and end of foot/cycleways to raise users awareness and to slow down cyclists. The principle of share with care will be applied across Factory site. Adequate signage will be provided.
- **FURNITURE ELEMENTS:** A proportion of seating elements will be installed with timber arm and back rests. The use of timber for these offers a tactile material which is not cold to the touch. Seating elements will also contrast in colour sufficiently from their surroundings.
- **LIGHTING:** The public realm will be sufficiently lit to enable all users to navigate the space, this is outlined in more detail in Section 5.2. No lighting projections are proposed within the public realm design but might form part of an artist commission

There are concerns that in terms of the interface of the ramp and seating steps, slight lip" can be more of a trip and fall hazard for a disabled person with a visual impairment and would not prevent a wheelchair from falling off the edge, therefore some demarcation is required. Final details of the method to protect from the risk of falling at the interface of are to be resolved and will be agreed via a condition attached to any consent granted.

In line with guidance from London Cycling Design Standards, 5% - 2 cycle parking spaces are capable of accommodating larger or accommodated cycles. These are located in Festival Square 20 metres from the main entrance. The spaces for larger stands have 1500mm spacing compared to standard 500mm spacing to allow easy access.

Environmental Impact Assessment

It is noted that an Environmental Impact Assessment and subsequent addendum was submitted with the previous applications. Due to the limited nature and scale of the changes to the approved proposals in this application, the conclusions of the 2016 ES are unchanged by the current proposals. As such, further updates to the ES have been screened out and technical responses pertaining to the relevant technical chapters confirming this are submitted in support of this application. The screening exercise has included consideration of cumulative impacts from developments approved in the vicinity of the site since the 2017 approval. The review concludes that the conclusions of each relevant ES Chapter and the subsequent addendum remain valid. The rationale for screening out updates to each technical chapter of the 2016 ES and the 2018 EIA Addendum (Preface) is set out below

Townscape and Visual Impact

A review of the TVIA submitted in the 2017 ES and 2018 EIA Addendum (Preface) identifies no change to the findings. The conclusions of the to 2017 ES and 2018 EIA Addendum (Preface) are unaltered and remain valid.

Heritage Impact

A review of the impacts on Heritage Assets identifies that the minor changes to the façade treatment will result in no change in perceived heritage impact upon the now grade-II listed Bonded Warehouse or any other designated heritage assets within the wider townscape. The conclusions of the to 2016 ES and 2018 EIA Addendum (Preface) are unaltered and remain valid.

Noise and Vibration

Impacts and the embedded mitigation stays the same as the ES 2016. The conclusions of the 2016 ES and 2018 EIA Addendum (Preface) are unaltered and remain valid.

Wind Microclimate

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

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

New surrounding developments, currently under construction or recently completed, with potential to affect wind conditions in and around the site include Manchester Goods Yard and No. 1 Grape Street, St. John's Place Globe & Simpson, Old Granada Studios and parts of Salford Central. Within this surrounding context, the amended Development is expected to have a similar effect to the 2018 consented scheme. As per the 2017 ES, conditions on thoroughfares in and around the site are expected to be suitable for at least leisurely strolling and thus for pedestrian passage. Conditions at main entrances to the amended development are expected to be suitable for pedestrian ingress / egress. This represents a minor refinement of the 2016 ES, which highlighted the potential for conditions at the west end of the northern entrance to be marginally windy but tolerable for pedestrian ingress / egress.

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

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

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

Based on the above, the overall conclusions of the 2016 ES (which was that the Proposed Development is expected to have a generally negligible, to no worse than localised minor adverse,

effect) and 2018 Addendum (Preface) are therefore considered slightly conservative but remain valid.

Water Resources

A review of the Water Resources, Flood Risk and Drainage chapter of the 2017 ES and 2018 EIA Preface update, and has confirmed that there is no change to the findings in these reports. The conclusions of the to 2016 ES and 2018 EIA Addendum (Preface) are unaltered and remain valid.

Traffic and Transport

The changes in traffic flows with the Prohibition of Driving Order have been modelled by TfGM and will result in a noticeable improvement for vulnerable road users on Water Street. Elsewhere, there are only marginal changes in traffic flow that are all below the thresholds for observable as set out by the Institute of Environmental Assessment. The conclusions of the to 2016 ES and 2018 EIA Addendum (Preface) are unaltered and remain valid.

Air Quality

The removal of road traffic from Water Street underneath the Factory development will be unlikely to lead to any change in development generated traffic contributions. However, there may be some redistribution onto the wider network once this road is closed. The Public Realm Transport Statement, produced by Vectos to support the S.73 application, notes that there is a reduction in traffic along Water Street. This is expected due to the closure of the road, but there is potential for a modest increase in traffic along Quay Street, with the uplift equating to approximately one additional vehicle per minute or less. The changes in traffic flow have been modelled in detail using a LINSIG traffic signal model, and the overall picture indicates that, with the closure of Water Street, there is a limited change in the highway operation compared to the existing. On this basis with embedded mitigation it is unlikely that there would be any significant effects on local air quality, and therefore no further assessment has been undertaken. The conclusions of the to 2017 ES and 2018 EIA Addendum (Preface) are unaltered and remain valid.

Manchester Water Safety Partnership Comments – An informative encouraging the project team to engage with the Partnership will be attached to any consent granted.

Conclusion

Factory would provide a high quality, ultra-flexible cultural space in one of the City Council's key regeneration areas. It would create new employment opportunities, support the strategic objectives of St John's and contribute to the city centre's on-going regeneration and economic growth.

The proposed amendments are considered to be acceptable and an appropriate response to the design challenges which have emerged during the delivery of the project in line with national and local planning policy. The scheme would continue to be unique and a high quality design of its time.

The original conclusion that the proposal could cause some harm to the settings of the nearby listed buildings, is unchanged by the amendments as any harm would continue to be less than substantial harm. Having considered very carefully all relevant matters, including the requirements set out in the 1990 Planning (Listed Buildings and Conservation Areas) Act, it is considered that the harm to those settings is outweighed by the public benefits that the amended

proposal would bring. This includes economic regeneration and growth, new employment and an improved environment on Water Street.

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

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

The clear public and regeneration benefits, which would result from the development of this site would outweigh any adverse impacts, including its impact on heritage assets and on amenity. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 199, 200 and 202 of the NPPF.

The impacts modelled within the supporting EIA technical chapters have been fully considered in relation to the officer recommendation with respect to this application

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

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

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The development must be begun not later than 26.07.2021

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Planning Application Drawing Numbers:

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

(b) MF-OMA-XX-GF-DR-A-10-0100 REV P10 - GROUND FLOOR PLAN, MF-OMA-XX-L1-DR-A-10-0110 REV P10 LEVEL 1 PLAN, MF-OMA-XX-L2-DR-A-10-0120 REV P10 LEVEL 02 PLAN, MF-OMA-XX-L3-DR-A-10-0130 REV P10 LEVEL 03, MF-OMA-XX-L4-DR-A-10-0140 REV P11 LEVEL 04 PLAN, MF-OMA-XX-L5-DR-A-10-0150 REV P10 - LEVEL 05 PLAN, MF-OMA-XX-L6-DR-A-10-0160 REV P10 - LEVEL 06 PLAN, MF-OMA-XX-L7-DR-A-10-0170 REV P10 LEVEL 07 PLAN, MF-OMA-XX-L8-DR-A-10-0180 REV P9 LEVEL 08 PLAN, MF-OMA-XX-RF-DR-A-10-0190 REV P11- ROOF PLAN, MF-OMA-XX-XX-DR-A-18-0010 REV P10 - NORTH ELEVATION, MF-OMA-XX-XX-DR-A-18-0020 REV P10 - EAST ELEVATION, MF-OMA-XX-XX-DR-A-18-0030 REV P10 - SOUTH ELEVATION and MF-OMA-XX-XX-DR-A-18-0040 REV P10 - WEST ELEVATION, MF-RYD-TH-XX-DR-A-37-0202 REV PO2 - THEATRE GA WEST ELEVATION, MF-RYD-TH-XX-DR-A-41-0203 REV PO2 - ROOF PLANE 1 TO 2 PROFILE SECTION DETAIL, MF-RYD-TH-XX-DR-A-41-0204 REV PO2 - ROOF PLANE 1 TO WAREHOUSE GUTTER SECTION, MF-RYD-WH-L3-DR-A-40-0502 PO1 -TOWERS ENVELOPE EXTERNAL SECTION DETAIL, MF-RYD-WH-L3-DR-A-40-0535 PO1- TOWERS ENVELOPE EXTERNAL PLAN DETAIL 35, MF-RYD-WH-L6-DR-A-40-0504 PO1 - TOWERS ENVELOPE EXTERNAL SECTION DETAIL 04, MF-RYD-WH-L6-DR-A-40-0510 PO1 -TOWERS ENVELOPE EXTERNAL SECTION DETAIL 10, MF-RYD-WH-XX-DR-A-36-001 PO1 - TOWERS GA; and ROOF PLANE 1 TO WAREHOUSE GUTTER SECTION DETAIL- TOWERS ENVELOPE EXTERNAL PLAN DETAIL 19, MF-OMA-XX-XX-DR-A-16-0010 Rev P8 SECTION AA, MF-OMA-XX-XX-DR-A-16-0020 Rev P8 SECTION BB, MF-OMA-XX-XX-DR-A-16-0030 Rev P8 SECTION ZZ, MF-OMA-XX-XX-DR-A-16-0040 Rev P2 SECTION YY

(c) XX_200 FACTORY PUBLIC REALM KEY PLAN

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

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

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

(g)The Factory Sustainability Plan Contract Doc 181017;

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

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

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

(k) Access Statement prepared by David Bonnett Associates.

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

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

(n) Framework Travel Plan prepared by Vectos.

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

(p) Ventilation Strategy prepared by Buro Happold.

(q) Event Management Strategy prepared by Deloitte.

(r) Structural Investigation Survey prepared by Buro Happold.

(s) Mitigation measures set out in Section 8 (Air Quality) of the Factory Manchester Environmental Statement Vol 1 October 2016;

(t) Dwgs MF-BHE-XX-XX-DR-X-01-0300-Rev C12 (Drainage General Arrangement), MF-BHE-XX-XX-DR-X-01-0302-Rev P01 - (Public Realm Drainage Strategy), MF-BHE-XX-XX-DR-C-01-0305 rev. C02 (Upper Viaduct Drainage GA), MF-BHE-XX-XX-DR-C-01-0306-C02 (Upper Viaduct - Drainage Details) , MF-BHE-XX-XX-DR-X-01-0310-Rev C03 (Southern Outfall Detail), MF-BHE-XX-XX-DR-X-01-0311-Rev P05 (Southern Outfall Contribution Areas), MF-BHE-XX-XX-DR-X-01-0330-Rev C08 (Manhole Schedule), MF-BHE-XX-XX-DR-C-01-0360-C04 (Replacement Sewer Key Plan and Longitudinal Section), MF-BHE-XX-XX-DR-C-01-0362- C03 (Replacement Sewer Manhole Details Sheet 2), MF-BHE-XX-XX-DR-X-01-0377-Rev C03 (Manhole S3.0 Details), MF-BHE-XX-XX-DR-X-01-0378-Rev C02 (Manhole S4.0 Detail), 034933 Central Outfall Hydraulic Calculations, 034933 Southern Outfall Hydraulic Calculations, 20190620 (Factory River Wall Survey), Peel Correspondence - Licensing Requirements ,The Factory - Southern Outfall Methodology Proposal and MCC letter dated 18-10-19; and

(u) MF-PLA-XX-GF-DR-L-10-0004-S4-P05 - LANDSCAPE ILLUSTRATIVE MASTERPLAN

Reason

To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

3) The pre-cast concrete is to be implemented in accordance with the sample viewed on site in August 2019 and Dwg MF-EIP-XX-XX-DR-X-00-0101; ProtectiT_100_Data_Sheet; image of St. Ambrose; and, site photographs.

The remaining materials are to be implemented in accordance with the FACTORY FAÇADE MATERIAL SUMMARY

04-08-2022 and on the basis of the materials as viewed at the site visit dated 07 07 22 and quality control managed in accordance with the FAÇADE QUALITY CONTROL PROCEDURE set out in the FACTORY FAÇADE MATERIAL SUMMARY 04-08-2022

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

4) The proposed public realm shall be implemented in accordance with the following:

(a) hard and soft landscaping:

Dwgs MF-PLA-XX-GF-DR-L-10-0004-S4-P05, MF-PLA-XX-GF-DR-L-10-1000-D2-P10 , MF-PLA-XX-GF-DR-L-10-1001-D2-P08, MF-PLA-XX-GF-DR-L-10-2000-D2-P04, MF-PLA-XX-GF-DR-L-10-5000-D2-P05, MF-PLA-XX-GF-DR-L-10-5001-D2-P03, MF-PLA-XX-GF-DR-L-10-5002-D2-P02; MF-PLA-XX-GF-DR-L-10-5005-D2-P01, MF-PLA-XX-GF-DR-L-10-5006-D2-P01, MF-PLA-XX-GF-DR-L-10-5007-D2-P05, MF-PLA-XX-GF-DR-L-10-5008-D2-P04, MF-PLA-XX-GF-DR-L-10-5009-D2-P01, MF-PLA-XX-GF-DR-L-10-7014-D2-P10, MF-BHE-XX-XX-DR-C-01-0280 and MF-BHE-XX-XX-DR-C-01-0281

PL1803-ID-022-00 The Factory - Discharge of Condition 4A; and

Deloitte's e-mail dated 11-10-21 in relation to concrete and in ground pulsating lighting feature 08-12-21

subject to final sign off of the following:

(i) submission of final details of the layout and spacing of in situ poured concrete pavement sections to Festival Square and Factory Square and a quality control statement;

(ii) viewing of a samples of all hard landscaping materials and typical intersections in situ on site; and

(iii) agreement of final details of tactile route through Festival Square.

(b) Tree Details:

DISCHARGE OF CONDITION 4B- THE FACTORY PUBLIC REALM REF. 119890/VO/2018

Dwgs MF-PLA-XX-GF-DR-L-10-6002 D2 REV PO6, MF-PLA-XX-GF-DR-L-10-6001-D2-P06, MF-PLA-XX-GF-DR-L-10-6002-D2-P06; and

TREE OFFICER RESPONSES 2021-03-12

(c) Details of measures to create potential opportunities to enhance and create new biodiversity within the development:

Section 4.1 Biodiversity The Factory Public Realm Design and Access Statement and Dwg MF-PLA-XX-GF-DR-L-10-2000-D2-P04.

with provision of two bird boxes and two bat boxes to the roof of the development (final design to be developed through a Manchester International Festival (MIF) public engagement exercise)

(d) Street furniture details (excluding bins):

MF-PLA-XX-GF-DR-L-10-7001-D2-P01 and MF-PLA-XX-GF-DR-L-10-7005-D2-P031 and points on Street Furniture (4) in Deloitte's e-mail dated 08-12-21;

e) external steps and handrail details (excluding River Wall Balustrade Detail) :

MF-PLA-XX-GF-DR-L-10-7014-D2-P10, MF-PLA-XX-GF-DR-L-10-7001-D2-P01; and points on River Wall Detail (5) and River Wall Balustrade Detail in Deloitte's e-mail dated 08-12-21

PL1803-ID-026-00 The Factory - Discharge of Condition 4E

The approved details above shall be implemented prior to the use of the building and public realm commencing.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

5) Before first occupation of the development, the development hereby approved shall include a building lighting scheme during the period between dusk and dawn. Full details of such a scheme, including details of the proposed feature art and light installations within the undercroft of the building and how the impact on occupiers of nearby properties will be mitigated, should be submitted to and approved in writing by the City Council as local planning authority. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. The development shall be carried out in accordance with the approved scheme.

Reason

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

6) The development shall be implemented and operated in accordance with the recommendations within the Crime Impact Statement, prepared by Greater Manchester Police (dated 4 October 2016). The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

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

Reason:

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

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

Details of management and enforcement of the coach parking strategy

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

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

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

A plan to manage residents and visitors to South Village.

must be submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved plan.

Reason:

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

9) The development shall be implemented in accordance with the Foundation Works Risk Assessment prepared by Buro Happold Engineering, dated 2 October 2018.

Any mitigation measures identified by the risk assessment shall be implemented as part of the works.

Reason

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

10) The development hereby approved shall be implemented in accordance with the Travel Plan prepared by Vectos dated June 2018 as approved by CDN/17/0423

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

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

It should also include details of locations and numbers for blue badge parking and coach drop off/pick up, coach parking. Information relating to preferred car parks for visitors, combined ticket and tram/train/car park passes should be offered and how this will be communicated. It should

set out how parking will be marshalled and managed effectively on event days. It should confirm: spaces to accommodate electric vehicle charging; on street and off street visitor pick up and drop off; and locations for private vehicles.

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

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

Reason:

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

11) Notwithstanding the details set out in the approved Event Management Strategy, an updated version of that Strategy shall be submitted to and approved in writing by the City Council as local planning authority.

It should include the information contained in Condition 10 as well as details of the operational hours, event schedules including the number and types of event being held and the timing of these events, details of how events will involve, include and engage with the Manchester Community including older age groups, dispersal routes and how conflicts with other venues will be managed. It should set out the agreed approach to servicing hours and servicing within the public realm.

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

Reason

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

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

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason

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

13) If the ground floor commercial units are to be used for A3 or A4 Use Classes, they shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full

before the use commences and should consider the impact of the use of the ground floor commercial units in relation the other noise sensitive locations including the office space above.

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

Reason

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

14) Externally mounted ancillary plant and equipment shall comply with the targets and recommendations within the Level Acoustic report titled Acoustic Study Noise Emission, reference LA.190505.R02 (MF-LAV-XX-XX-RP-YA-01-0039, T06, Revision 3 Dated 24th January 2022 along with the clarifications provided in the Factory Plant meeting note dated 14th July 2022 (Approved Acoustic Scheme)

Prior to the ancillary plant and equipment being brought into use a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic scheme. The report shall also undertake post completion testing to confirm that the noise criteria have been met and any non compliance suitably mitigated in accordance with an agreed scheme prior to the units becoming operational. The approved scheme shall remain operational thereafter.

Reason

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

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

Limited additional deliveries and servicing to the Water Street loading bays and Factory Servicing Yard servicing access that may take place between 1500 and 1800 subject to confirmation of the type and frequency of activity to be agreed via the submission and approval in writing by Manchester City Council of a Servicing Management Plan in accordance with Condition 9; and, Deliveries and takedowns associated with events and performances utilising the truck lifts, which shall be able to take place at extended times to be agreed via the submission and approval in writing by Manchester City Council of an updated Event Management Strategy in accordance with Condition 17 and Servicing Management Plan in accordance with Condition 9. Any extended servicing hours will be subject to the following operational strategy / limitations:

- I. Personnel to utilise two-way radios or similar to prevent noise disturbance from raised voices.
- II. No reversing beepers to be used for vehicles. All vehicles to be safely reversed into location using banksmen.
- III. All engines to be switched off during loading/ unloading
- IV. No cab radios to be operated during specified hours

Reason

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

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

Reason

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

17) The development shall be implemented in accordance with the following:

Dwgs MF-BHE-XX-XX-DR-X-01-0300-Rev C12 (Drainage General Arrangement), MF-BHE-XX-XX-DR-X-01-0302-Rev P01 - (Public Realm Drainage Strategy), MF-BHE-XX-XX-DR-C-01-0305 rev. C02 (Upper Viaduct Drainage GA), MF-BHE-XX-XX-DR-C-01-0306-C02 (Upper Viaduct - Drainage Details) , MF-BHE-XX-XX-DR-X-01-0310-Rev C03 (Southern Outfall Detail), MF-BHE-XX-XX-DR-X-01-0311-Rev P05 (Southern Outfall Contribution Areas), MF-BHE-XX-XX-DR-X-01-0330-Rev C08 (Manhole Schedule), MF-BHE-XX-XX-DR-C-01-0360-C04 (Replacement Sewer Key Plan and Longitudinal Section), MF-BHE-XX-XX-DR-C-01-0362- C03 (Replacement Sewer Manhole Details Sheet 2), MF-BHE-XX-XX-DR-X-01-0377-Rev C03 (Manhole S3.0 Details), MF-BHE-XX-XX-DR-X-01-0378-Rev C02 (Manhole S4.0 Detail), 034933 Central Outfall Hydraulic Calculations, 034933 Southern Outfall Hydraulic Calculations, 20190620 (Factory River Wall Survey), Peel Correspondence - Licensing Requirements ,The Factory - Southern Outfall Methodology Proposal and MCC letter dated 18-10-19.

Reason

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

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

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

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

19) The consent hereby granted shall be operated at the noise levels specified and sound insulation implemented to perform in accordance with the Event Noise Emission calculation prepared by Level Acoustics and Vibration dated October 2017 found within appendix 9.4 of the EIS as amended by the Level Acoustic report titled Acoustic Study Noise Emission reference LA.190505.R02 (MF-LAV-XX-XX-RP-YA-01-0039, T06, Revision 3 Dated 24th January 2022 and the Level Acoustics "Acoustic Commissioning Test Proposals" dated 9th July 2021 reference MF-LAV-XX-XX-RP-YA-01-0041-T01

The approved noise insulation scheme shall be completed before use of the development commences.

Prior to occupation a post completion report (final noise assessment validation testing requirements as outlined in the above reports) to verify that when operating at the approved noise levels, the approved mitigation measures comply with the approved sound insulation standards above, shall be submitted and agreed in writing by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation.

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

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

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

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

Reason

In the interests of amenity pursuant to Core Strategy policy DM1

22) The site remediation shall be carried out in accordance with the following:

Factory, Water Street, Manchester, Land Contamination Summary and Outline Remediation Strategy 1st October 2018 MF-BHE-XX-XX-RP-CG-0002 and Factory Theatre, Foundation Works Risk Assessment, 034933, 2 October 2018 Revision 00

When the development commences, the development shall be carried out in accordance with the above Remediation Strategy and for final sign off a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local

planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

23) Prior to commencement of the use of the building full details of the following shall be submitted to and agreed in writing by the City Council as Local Planning Authority:

(a) Details of method to protect from the risk of falling at the interface of the ramp and seating steps;

(b) Details of bin design within the public realm;

(c) Details of the River Wall Balaustrade;

(d) Details of a signage strategy in relation to way finding within the development and associated public realm;

(e) Building and public realm lighting scheme;

(f) Details and location of traffic calming measures and management of crossings within public realm;

(g) Details of illuminated with art work projections;

(h) Seating column rings; and

(i) Implementation programme for items (a) to (h)

and shall then be implemented in accordance with the approved details and implementation programme

In terms of the illuminated with art work projections:

(a) No individual projection shall contain moving images, animation, video or full motion images or any images that resemble road signs, traffic lights or traffic signs.

(b) No individual projection shall be displayed for duration of less than 10 seconds.

(c) Controls shall be in place to ensure smooth uninterrupted transition of projections displayed.

(d) There should be a mechanism in place such as a sensor designed to adjust the brightness to changes in ambient light levels.

(e) A mechanism shall be in place so that if the installation breaks down, it defaults to a black screen to avoid any flashing error messages or pixilation.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

Informatives

1) Manchester City Council is a member of the Manchester Water Safety Partnership. It is recommended that before use of the public realm commences that the applicant or their agent contacts The Manchester Water Safety Partnership Board (WSPB) and provide the WSPB with the details around the edge protection, lighting and any safety equipment (such as reach poles and perry lines) as well as a signage strategy in relation to water safety. The WSPB has indicated it is also keen to understand the development's approach to water awareness and rescue training during the construction and operational phase of the public realm.

The WSPB has confirmed it can provide advice on water safety management measures

2) Regulation 33 of The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 places a duty on each public body, including local authorities, to 'have regard to' RBMPs when exercising their functions. This means they must ensure they neither undertake nor authorise a project which may jeopardise the current status of a WFD element or cause its deterioration.

3) The applicant must ensure the proposed minor material amendments do not void the approval of Condition 17 previously granted under CDN/19/0351; or prevent Condition 18 from being discharged.

4) Any materials approved for planning purposes should be discussed in full with Building Control. This is to ensure they meet the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with the Building Regulations you should discuss these with the Planning Service as soon as possible as this could materially effect your permission.

5) As the proposal involves development over 11m in height (or alterations to increase the height of a building above 11m), developers are required to notify the Greater Manchester Fire & Rescue Service of the commencement of development via email to construction-started@manchesterfire.gov.uk

Appendix 1 – List of consultees & neighbours notified

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

Greater Manchester Pedestrians Society
Wildlife Trust
Greater Manchester Geological Unit
Castlefield Forum
Network Rail
The Theatres Trust
Salford City Council
GM Fire Rescue Service
North West Ambulance Service
Manchester Water Safety Partnership
Natural England
Planning Casework Unit

Fifth Floor, Astley House, 23 Quay Street, Manchester, M3 4AH
Fifth Floor, Bauhaus, 27 Quay Street, Manchester, M3 3GY
Sixth Floor C A F C A S S, Byrom House, 21 Quay Street, Manchester, M3 3HQ
Tenth Floor Rear, Astley House, 23 Quay Street, Manchester, M3 4AH
Ground Floor 67, Byrom House, 21 Quay Street, Manchester, M3 3HY
Ground Floor 58, Byrom House, 21 Quay Street, Manchester, M3 3HY
Fourth Floor Royal British Region, Byrom House, 21 Quay Street, Manchester, M3 3HQ
Flat 804, 2 Little John Street, Manchester, M3 3GZ
Flat 706, 2 Little John Street, Manchester, M3 3GZ
Flat 601, 2 Little John Street, Manchester, M3 3GZ
Apartment 513, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Flat 406, 2 Little John Street, Manchester, M3 3GZ
Apartment 807, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 704, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 506, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 301, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
65 Rozel Square, Manchester, M3 4FQ
Apartment 211, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 203, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
79 Rozel Square, Manchester, M3 4FQ
11 Rozel Square, Manchester, M3 4FQ
57 Rozel Square, Manchester, M3 4FQ
25 Rozel Square, Manchester, M3 4FQ
13 Rozel Square, Manchester, M3 4FQ
33 Culvercliff Walk, Manchester, M3 4FL
31 Culvercliff Walk, Manchester, M3 4FL
29 Culvercliff Walk, Manchester, M3 4FL
15 Culvercliff Walk, Manchester, M3 4FL
11 Culvercliff Walk, Manchester, M3 4FL
Ground Floor 59, Byrom House, 21 Quay Street, Manchester, M3 3HY
Flat 906, 2 Little John Street, Manchester, M3 3GZ
Basement, Astley House, 23 Quay Street, Manchester, M3 4AH
Sixth Floor To Eighth Floor, Astley House, 23 Quay Street, Manchester, M3 4AH
Flat 1004, 2 Little John Street, Manchester, M3 3GZ
Flat 703, 2 Little John Street, Manchester, M3 3GZ
Flat 606, 2 Little John Street, Manchester, M3 3GZ
Flat 603, 2 Little John Street, Manchester, M3 3GZ
Flat 502, 2 Little John Street, Manchester, M3 3GZ
Flat 401, 2 Little John Street, Manchester, M3 3GZ
Flat 301, 2 Little John Street, Manchester, M3 3GZ
Flat G02, 2 Little John Street, Manchester, M3 3GZ

Apartment 502, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 312, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 308, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 101, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
39 Rozel Square, Manchester, M3 4FQ
Apartment 808, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 805, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 701, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
The Meridian, Quay Street, Manchester, M3 4AH
Fourth Floor, Astley House, 23 Quay Street, Manchester, M3 4AH
Ground Floor And First Floor, Rossetti Place, 6 Lower Byrom Street, Manchester, M3 4PG
Ground Floor 60, Byrom House, 21 Quay Street, Manchester, M3 3HY
Sixth Floor, Bauhaus, 27 Quay Street, Manchester, M3 3GY
Bauhaus, 27 Quay Street, Manchester, M3 3GY
Ground Floor 46, Byrom House, 21 Quay Street, Manchester, M3 3HY
Fifth Floor Liverpool Victoria, Byrom House, 21 Quay Street, Manchester, M3 3HQ
Flat 805, 2 Little John Street, Manchester, M3 3GZ
Flat 605, 2 Little John Street, Manchester, M3 3GZ
Flat 306, 2 Little John Street, Manchester, M3 3GZ
Flat 304, 2 Little John Street, Manchester, M3 3GZ
Flat G06, 2 Little John Street, Manchester, M3 3GZ
Apartment 611, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 413, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 408, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 109, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
First Floor, Astley House, 23 Quay Street, Manchester, M3 4AE
29 Rozel Square, Manchester, M3 4FQ
Apartment 603, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 405, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 206, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 205, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 709, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 606, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 210, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 207, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AP
Apartment 610, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
14 Ashill Walk, Manchester, M3 4FJ
9 Rozel Square, Manchester, M3 4FQ
7 Rozel Square, Manchester, M3 4FQ
59 Rozel Square, Manchester, M3 4FQ
27 Rozel Square, Manchester, M3 4FQ
22 Rozel Square, Manchester, M3 4FQ
19 Rozel Square, Manchester, M3 4FQ
35 Culvercliff Walk, Manchester, M3 4FL
13 Culvercliff Walk, Manchester, M3 4FL
Arches 1 To 9, Princes Bridge, Manchester, M3 4PY
12 Ashill Walk, Manchester, M3 4FJ
51 Rozel Square, Manchester, M3 4FQ
36 Rozel Square, Manchester, M3 4FQ
32 Rozel Square, Manchester, M3 4FQ
28 Rozel Square, Manchester, M3 4FQ
24 Rozel Square, Manchester, M3 4FQ
23 Rozel Square, Manchester, M3 4FQ

20 Rozel Square, Manchester, M3 4FQ
12 Rozel Square, Manchester, M3 4FQ
21 Culvercliff Walk, Manchester, M3 4FL
The Victoria And Albert Hotel, Water Street, Manchester, M3 4JQ
37 Quay Street, Manchester, M3 4AH
ESure, 25 Quay Street, Manchester, M3 4AL
19 Quay Street, Manchester, M3 3HN
Hello House, 4 Atherton Street, Manchester, M3 3GS
Sixth, Seventh And Eighth Floor, Astley House, 23 Quay Street, Manchester, M3 4AE
Offices, 18 - 20 St John Street, Manchester, M3 4EA
12 Byrom Street, Manchester, M3 4PP
Museum Of Science And Industry, Liverpool Road, Manchester, M3 4FP
The Old Schoolhouse, 14 Byrom Street, Manchester, M3 4RB
HQ Building, 2 Atherton Street, Manchester, M3 3GS
Bonded Warehouse, Granada TV Ltd, 37 Quay Street, Manchester, M60 9EA
Ground Floor, Astley House, 23 Quay Street, Manchester, M3 4AH
Great John Street Hotel, Great John Street, Manchester, M3 4FD
Quay Street, Quay Street, Manchester, M3 3JE
10 Rozel Square, Manchester, M3 4FQ
1 Culvercliff Walk, Manchester, M3 4FL
15 Atherton Street, Manchester, M3 3GS
25 Quay Street, Manchester, M3 4AL
Ground Floor, Bauhaus, 27 Quay Street, Manchester, M3 3GY
Sports Cafe, Astley House, 23 Quay Street, Manchester, M3 4AH
Fifth Floor Offices 51 To 56, St John Street Chambers, 2 St John Street, Manchester, M3 4DT
Granada TV Ltd, 37 Quay Street, Manchester, M60 9EA
Apartment 112, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AP
Astley House, 23 Quay Street, Manchester, M3 4AS
Rossetti Place, 6 Lower Byrom Street, Manchester, M3 4PG
Ground Floor 53 And 54, Byrom House, 21 Quay Street, Manchester, M3 3HY
Ground Floor 65, Byrom House, 21 Quay Street, Manchester, M3 3HY
Second Floor, Astley House, 23 Quay Street, Manchester, M3 4AE
Ninth Floor, Astley House, 23 Quay Street, Manchester, M3 4AT
Eighth Floor, Bauhaus, 27 Quay Street, Manchester, M3 3GY
Fourth Floor, Bauhaus, 27 Quay Street, Manchester, M3 3GY
Flat 1006, 2 Little John Street, Manchester, M3 3GZ
Ground Floor 57, Byrom House, 21 Quay Street, Manchester, M3 3HY
Ground Floor 44, Byrom House, 21 Quay Street, Manchester, M3 3HY
Fifth Floor Parkgate Shipping, Byrom House, 21 Quay Street, Manchester, M3 3HQ
Flat 902, 2 Little John Street, Manchester, M3 3GZ
Flat 803, 2 Little John Street, Manchester, M3 3GZ
Flat 801, 2 Little John Street, Manchester, M3 3GZ
Flat 701, 2 Little John Street, Manchester, M3 3GZ
Flat 504, 2 Little John Street, Manchester, M3 3GZ
Flat 404, 2 Little John Street, Manchester, M3 3GZ
Flat G04, 2 Little John Street, Manchester, M3 3GZ
Flat 204, 2 Little John Street, Manchester, M3 3GZ
Flat 104, 2 Little John Street, Manchester, M3 3GZ
Flat 102, 2 Little John Street, Manchester, M3 3GZ
Flat G03, 2 Little John Street, Manchester, M3 3GZ
Flat G01, 2 Little John Street, Manchester, M3 3GZ
Apartment 504, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 310, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 303, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN

83 Rozel Square, Manchester, M3 4FQ
31 Rozel Square, Manchester, M3 4FQ
77 Rozel Square, Manchester, M3 4FQ
55 Rozel Square, Manchester, M3 4FQ
35 Rozel Square, Manchester, M3 4FQ
Apartment 802, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 311, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 309, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 707, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 608, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 601, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 306, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 302, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 213, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
75 Rozel Square, Manchester, M3 4FQ
73 Rozel Square, Manchester, M3 4FQ
47 Rozel Square, Manchester, M3 4FQ
4 Rozel Square, Manchester, M3 4FQ
17 Rozel Square, Manchester, M3 4FQ
17 Culvercliff Walk, Manchester, M3 4FL
Ground Floor 64, Byrom House, 21 Quay Street, Manchester, M3 3HY
Tenth Floor, Astley House, 23 Quay Street, Manchester, M3 4AH
First Floor, Bauhaus, 27 Quay Street, Manchester, M3 3GY
Car Park Spaces, Bauhaus, 27 Quay Street, Manchester, M3 3GY
Sixth Floor Liverpool Victoria, Byrom House, 21 Quay Street, Manchester, M3 3HQ
Ground Floor 52, Byrom House, 21 Quay Street, Manchester, M3 3HY
Ground Floor 49, Byrom House, 21 Quay Street, Manchester, M3 3HY
First Floor To Third Floors Byrom House And First Floor Astley House, 21 - 23 Quay Street, Manchester, M3 4AH
Flat 1002, 2 Little John Street, Manchester, M3 3GZ
Flat 1001, 2 Little John Street, Manchester, M3 3GZ
Flat 905, 2 Little John Street, Manchester, M3 3GZ
Flat 602, 2 Little John Street, Manchester, M3 3GZ
Flat 501, 2 Little John Street, Manchester, M3 3GZ
Flat 201, 2 Little John Street, Manchester, M3 3GZ
Flat 103, 2 Little John Street, Manchester, M3 3GZ
Flat 101, 2 Little John Street, Manchester, M3 3GZ
Apartment 609, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 607, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 605, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 511, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 406, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 202, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
10 Ashill Walk, Manchester, M3 4FJ
6 Rozel Square, Manchester, M3 4FQ
Apartment 806, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 706, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 705, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 604, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 508, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 503, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 409, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 307, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 208, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN

Apartment 103, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
33 Rozel Square, Manchester, M3 4FQ
8 Ashill Walk, Manchester, M3 4FJ
49 Rozel Square, Manchester, M3 4FQ
1 Rozel Square, Manchester, M3 4FQ
34 Rozel Square, Manchester, M3 4FQ
3 Rozel Square, Manchester, M3 4FQ
14 Rozel Square, Manchester, M3 4FQ
Flat, Byrom House, 21 Quay Street, Manchester, M3 3HZ
Third Floor, Astley House, 23 Quay Street, Manchester, M3 4AH
Third, Fourth, Sixth, Seventh And Eighth Floor, Bauhaus, 27 Quay Street, Manchester, M3 4AH
Ground Floor 55, Byrom House, 21 Quay Street, Manchester, M3 3HY
Ground Floor 47 And 48, Byrom House, 21 Quay Street, Manchester, M3 3HY
Ground Floor 41, Byrom House, 21 Quay Street, Manchester, M3 3HY
Fifth Floor Northern Trading Co, Byrom House, 21 Quay Street, Manchester, M3 3HQ
Flat 1003, 2 Little John Street, Manchester, M3 3GZ
Flat 806, 2 Little John Street, Manchester, M3 3GZ
Flat 105, 2 Little John Street, Manchester, M3 3GZ
Apartment 404, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
4 Ashill Walk, Manchester, M3 4FJ
26 Rozel Square, Manchester, M3 4FQ
Apartment 804, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 803, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 801, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 708, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 703, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 613, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 501, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 411, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 403, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 304, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 212, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 201, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 107, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
61 Rozel Square, Manchester, M3 4FQ
53 Rozel Square, Manchester, M3 4FQ
41 Rozel Square, Manchester, M3 4FQ
16 Rozel Square, Manchester, M3 4FQ
5 Culvercliff Walk, Manchester, M3 4FL
39 Culvercliff Walk, Manchester, M3 4FL
37 Culvercliff Walk, Manchester, M3 4FL
25 Culvercliff Walk, Manchester, M3 4FL
Ground Floor 56 And 61, Byrom House, 21 Quay Street, Manchester, M3 3JE
Third Floor, Bauhaus, 27 Quay Street, Manchester, M3 3GY
Ground Floor 62 And 63, Byrom House, 21 Quay Street, Manchester, M3 3HY
Ground Floor 50, Byrom House, 21 Quay Street, Manchester, M3 3HY
Flat 1005, 2 Little John Street, Manchester, M3 3GZ
Flat 904, 2 Little John Street, Manchester, M3 3GZ
Flat 705, 2 Little John Street, Manchester, M3 3GZ
Flat 702, 2 Little John Street, Manchester, M3 3GZ
Flat 604, 2 Little John Street, Manchester, M3 3GZ
Flat 206, 2 Little John Street, Manchester, M3 3GZ
Flat 505, 2 Little John Street, Manchester, M3 3GZ
Flat 403, 2 Little John Street, Manchester, M3 3GZ

Flat 305, 2 Little John Street, Manchester, M3 3GZ
Apartment 702, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Flat 202, 2 Little John Street, Manchester, M3 3GZ
Flat G05, 2 Little John Street, Manchester, M3 3GZ
Apartment 602, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 509, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 410, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 305, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 105, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
5 Rozel Square, Manchester, M3 4FQ
43 Rozel Square, Manchester, M3 4FQ
Apartment 510, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 412, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 402, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 313, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 209, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 111, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
2 Ashill Walk, Manchester, M3 4FJ
67 Rozel Square, Manchester, M3 4FQ
30 Rozel Square, Manchester, M3 4FQ
18 Rozel Square, Manchester, M3 4FQ
3 Culvercliff Walk, Manchester, M3 4FL
23 Culvercliff Walk, Manchester, M3 4FL
19 Culvercliff Walk, Manchester, M3 4FL
Sixth Floor, Byrom House, 21 Quay Street, Manchester, M3 3JD
Seventh Floor, Bauhaus, 27 Quay Street, Manchester, M3 3GY
Second Floor, Bauhaus, 27 Quay Street, Manchester, M3 3GY
21 - 23 Quay Street, Manchester, M3 4AH
Ninth Floor Front, Astley House, 23 Quay Street, Manchester, M3 4AH
Ground Floor 66, Byrom House, 21 Quay Street, Manchester, M3 3HY
Ground Floor 43, Byrom House, 21 Quay Street, Manchester, M3 3HY
Ground Floor 42, Byrom House, 21 Quay Street, Manchester, M3 3HY
Fourth Floor Liverpool Victoria, Byrom House, 21 Quay Street, Manchester, M3 3HQ
Flat 901, 2 Little John Street, Manchester, M3 3GZ
Flat 802, 2 Little John Street, Manchester, M3 3GZ
Flat 704, 2 Little John Street, Manchester, M3 3GZ
Flat 506, 2 Little John Street, Manchester, M3 3GZ
Flat 503, 2 Little John Street, Manchester, M3 3GZ
Flat 405, 2 Little John Street, Manchester, M3 3GZ
Flat 402, 2 Little John Street, Manchester, M3 3GZ
Flat 303, 2 Little John Street, Manchester, M3 3GZ
Flat 302, 2 Little John Street, Manchester, M3 3GZ
Flat 205, 2 Little John Street, Manchester, M3 3GZ
Flat 203, 2 Little John Street, Manchester, M3 3GZ
Flat 106, 2 Little John Street, Manchester, M3 3GZ
Apartment 401, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
16 Ashill Walk, Manchester, M3 4FJ
71 Rozel Square, Manchester, M3 4FQ
Apartment 407, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 512, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 507, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
Apartment 505, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN
6 Ashill Walk, Manchester, M3 4FJ
Apartment 204, Rossetti Place, 2 Lower Byrom Street, Manchester, M3 4AN

8 Rozel Square, Manchester, M3 4FQ
69 Rozel Square, Manchester, M3 4FQ
63 Rozel Square, Manchester, M3 4FQ
45 Rozel Square, Manchester, M3 4FQ
37 Rozel Square, Manchester, M3 4FQ
21 Rozel Square, Manchester, M3 4FQ
2 Rozel Square, Manchester, M3 4FQ
15 Rozel Square, Manchester, M3 4FQ
9 Culvercliff Walk, Manchester, M3 4FL
7 Culvercliff Walk, Manchester, M3 4FL
Fourth Floor, Byrom House, 21 Quay Street, Manchester, M3 3HQ
Fifth Floor, Byrom House, 21 Quay Street, Manchester, M3 3HZ
Byrom House, 21 Quay Street, Manchester, M3 3HZ
Flat 9 Westpoint 3 Duke Street, Manchester, Manchester, M3 4NF

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Conservation Area - Castlefield Conservation Area 1979
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 3 (high risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: CITY1