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3 November 2017

Manchester City Council
Planning Department
Floor 6, Town Hall Extension
PO Box 532
Town Hall
Manchester
M60 2LA

F.A.O. Rob Griffin

Dear Rob,

Bruntwood Ltd
Land at The Siemens Campus, Princess Road, Manchester, M20 2UR

Please find enclosed a planning application submitted by Bruntwood Ltd (The Applicant) seeking Full Planning Permission for additional car parking and a pedestrian footpath connecting Princess Road to the forthcoming commercial development (referred to as 'Unit D3'), which was permitted as Phase 1 of the wider development of the Siemens Campus (Planning Reference: 114283/FO/2016). The proposed development directly relates to the permitted Phase 1 scheme and will therefore only be brought forward as part of the associated development.

Planning Background

A development framework for the Siemens Campus was endorsed by Manchester City Council's (MCC) Executive Committee on 26th November 2014 which is intended to guide the future development of the site. Since then Bruntwood and PJ Livesey developed a more detailed masterplan for the redevelopment of the campus to include commercial and residential development and extensive improvement of the public realm. Planning consent for the development of the first phase of the masterplan (Application Number 114283/FO/2016) was granted in March 2017 and comprises a three storey commercial building for a flexible B1 office or D1 non-residential healthcare use, together with car parking and public realm development for Building D3 and the existing Sir William Siemens House (SWSH).

The Site

The site for the proposed development is located between SWSH and the new Spire hospital within the existing Siemens Campus, adjacent to Princess Road, one of the main arterial routes into Manchester city centre. Existing points that provide pedestrian access to the site are limited to those on Barlow Moor Road and Nell Lane.

The Proposals

The proposed works comprise a pedestrian footpath and associated access gate to Princess Road to serve the Unit D3 office development, and 20 additional car parking spaces adjacent to the car park proposed in the extant planning consent (Ref:114283/FO/2016).

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The proposed footpath will improve pedestrian access to unit D3 and wider campus from Princess Road, providing a new access from Princess Road to link to the extant consent for Building D3. The footpath will improve access for employees accessing the site from the south via Princess Road.

The footpath will be constructed of precast concrete paving and be of a light and dark grey colour with a textured finish. The porous material of the footpath will allow air and water pass through and reach adjacent tree roots.

The footpath will be accessed via a gate from Princess Road which will be fob operated pedestrian gate for security reasons to control access.

The proposed area of car parking will provide 20 additional parking spaces for use by the future occupants of Unit D3. The new car parking will sit within landscaping that reflects approved landscaping masterplan for the wider Siemens campus.

This application is submitted concurrently with an application for non-material amendments for the Phase 1 planning consent (Ref: 114283/FO/2016).

National Planning Policy

National Planning Policy Framework (2012)

The National Planning Policy Framework (NPPF) was published in March 2012 and sets out the Government's planning policies for England and how these are expected to be applied. In March 2014 the Government published the National Planning Practice Guidance (NPPG) to bring together planning practice guidance for England in an accessible and usable way. This guidance will be updated as necessary to ensure it is relevant, usable and up-to-date.

Paragraph 7 of the NPPF seeks to secure high quality deign as well as taking into account the different roles and character of the surrounding areas.

Applicant's response: The proposed development will be of good design and will further enhance the area and wider context of the future redevelopment of the Siemens Campus. The design and materials of the proposed hard landscaping are consistent with the landscape masterplan and Phase 1 details prepared by Planit.

The NPPG

The NPPG states that streets should be designed to support safe behaviours and design out crime prevention.

- *Applicant's response:* The proposed development will be designed to promote safety to the public by being well lit. Additionally, the footpath will be gated with fob only access to control access to the Siemens Campus to support the deterrence of crime. Details of the proposed development have been sent to Secure by Design for comment and we are awaiting their response.

The proposals are considered to be in accordance with the national policy considerations.

Local Planning Policy Considerations

Manchester Core Strategy (2012)

The Manchester Core Strategy was adopted in 2012 and sets out the long term strategic policies for Manchester's future development and forms part of the frame work that planning applications will be assessed against.

Core Strategy Policy SP1 sets out the core development principles that development in all parts of the City should adhere to, including creating well designed places that enhance or create character, making a positive contribution to the health, safety and wellbeing of residents, considering the needs of all members of the community and protecting and enhancing the built and natural environment.

Applicant's Response: The proposed development will provide a high quality, level pedestrian connection from the consented Phase 1 development of the Siemens Masterplan to Princess Road, to improve pedestrian access to the site. The footpath and car parking have been designed within the context of the wider Phase 1 development to ensure the character of the extant consent is maintained in accordance with Policy SP1.

Core Strategy Policy DM1 details the priorities for development management within Manchester City Centre. The policy sets out that all development should have regard to specific issues such as community safety and crime prevention and that buildings and neighbourhoods should be fully accessible to disabled people.

Applicant's Response: The proposal is considered to be in accordance with the relevant Core Strategy policies as it has been designed to be of flat and level construction, creating a user friendly, accessible footpath, for all users. The proposed footpath will be accessed via a fob operated gate to control access to the Siemens Campus for security reasons.

Core Strategy Policy EN 9 relates to Green Infrastructure and an expectation to protect existing trees as well as promote new planting.

Applicant's Response: The proposed development does not include the removal of any trees. A technical note has been prepared by Brooks Ecological which sets out the recommended tree protection measures to be incorporated within the proposed development and during construction. These recommendations have been incorporated into the design and will be adhered to throughout the construction period.

Core Strategy Policy T1 expects developments to improve pedestrian routes and the pedestrian environment. In addition MCC's parking standards are set out in Appendix B of the Core Strategy.

Applicants Response: The proposed footpath will improve pedestrian access to the site from Princess Road in accordance with Policy T1. A car parking and servicing note prepared by Vectos, confirms that the additional car parking for the proposed development will ensure the parking provision associated with the Phase 1 development will comply with the car parking standards set out by Manchester City Council.

Within the above context and policy considerations it is considered that the proposal is in accordance with the Local Policy requirements.

Other Planning Considerations

Drainage Strategy

A Drainage Statement was approved with the Phase 1 planning consent (Ref: 114283/FO/2016). The proposed development of the new footpath and car parking will be connected to the Phase 1 development and as such will be in accordance with the approved Drainage Strategy. A note from Booth King has been

submitted with this application which confirms that the proposals accord with the Drainage Strategy approved for Phase 1.

Construction Management

A Framework Demolition & Construction Management & Phasing Plan was submitted with the application for Phase 1, and is resubmitted with this application. The footpath and car parking will be constructed concurrently with the wider Phase 1 development, and as such the construction methodology set out in this document will be adhered to in the construction of the footpath and additional car parking proposed under this application.

Tree Statement

A Tree Survey was undertaken by Brooks Ecological in respect of the planning application for Phase 1, and is resubmitted with this application. In addition, Brooks Ecological have provided additional recommendations in respect of the proposed footpath which runs between the established tree line adjacent to Princess Parkway, details of which are provided in Brooks Ecological's technical note submitted with this application. The recommendations include the installation of protective barriers during construction, undertaking works by hand and the use of porous surfaces for the footpath. These recommendations have been incorporated into the design and will be adhered to throughout the construction period.

The Application Submission

The application comprises this letter and the following supporting documents:

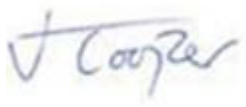
- Completed Planning Application Forms and Certificates;
- Drawing Refs:
  - PL1414-P-204 – Site Location Plan
  - PL1414-P-200 – Red Line Plan – Amended Scheme
  - PL1414-P-201 – Landscape Proposals – Amended Scheme
  - PL1414-P-202 – Hardworks Plan – Amended Scheme
  - PL1414-P-203 – Boundary Treatments – Amended Scheme
  - PL1414-P-205 – Landscape Proposals – Existing Site
  - PL1414-P-206 – landscape Proposals – Consented Scheme
- Design and Access Statement prepared by Planit;
- Drainage Statement prepared by Booth King;
- Framework Demolition & Construction Management & Phasing Plan prepared by Bruntwood;
- Tree Survey and Addendum Technical Note prepared by Brooks Ecological; and
- Planning application fee of £195.

This application proposes the development of additional car parking and a new pedestrian footpath and access gate connected to the forthcoming commercial development of unit D3 as part of Phase 1 of the wider redevelopment of the Siemens Campus. The proposed development accords with the relevant policy requirements and will improve the pedestrian access to the site, meet operator demand for car parking, and will be consistent with the Phase 1 landscape masterplan.

We look forward to receiving confirmation of receipt and registration of this application. In the meantime if you require any further information please contact my colleagues Ellen Sanderson-Clark (0113 292 1119 / esandersonclark@deloitte.co.uk) or Ed Britton (0161 455 6169/ edbritton@deloitte.co.uk).

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Yours faithfully



John Cooper
Deloitte LLP