

11 May 2023

Planning Department
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

FAO Jennifer Atkinson

Dear Jennifer,

Application for Planning Permission for the continued use of the Denmark Road surface car park at Manchester Science Park

Please find enclosed an application for Planning Permission for the continued use of the Denmark Road surface car park at Manchester Science Park (MSP) for a further temporary period of five years. The Applicant is Bruntwood SciTech Ltd.

The Site is currently in operation as a 157-space private surface car park for occupiers of buildings at MSP, following the grant of Planning Permission in September 2019 (ref. 124795/FO/2019). This consent expires on 1 September 2024.

The Applicant wishes to continue the operational use of the existing car parking spaces to support the parking requirements of visitors, and existing and future occupiers at MSP in addition to providing six spaces for use by the Cornerstone Day Care Centre adjacent. In addition, the application includes a revised operational management regime for the car park through the removal of the entry barrier and provision of Pay and Display machines. The car park's use will continue to be restricted to MSP existing and future occupiers and visitors only, except for the six spaces allocated to the Cornerstone Day Care Centre adjacent.

Strategic Context

MSP forms part of the Oxford Road Corridor, Greater Manchester's central business and education district and home to Manchester's universities, hospitals, science park, innovation centre and one of the world's largest clusters of health research, practice and commercial development. Manchester is the primary driver of economic growth in the Manchester City Region and the economic health, vitality and competitiveness of Oxford Road Corridor area is crucial for the long-term economic success of Manchester and the wider City Region

The Oxford Road Corridor is considered to have significant potential to attract inward investment and the Draft Places for Everyone Joint Development Plan (2021) recognises it as an internationally important location for the research and knowledge economy.

The adopted of the Manchester Core Strategy identifies the Oxford Road Corridor, including MSP as a focus for primarily economic development, in accordance with Policy CC1 Primary Economic Development Focus: City Centre and Fringe. This includes employment growth in Class E high density offices, supported by a range of economic development uses.

Within the Oxford Road Corridor context, the enhancement and expansion of MSP represents a key opportunity for the City to maximise the economic potential of the Oxford Road Corridor and to capture new opportunities for sustained growth in key sectors, providing the right property product in the right location and enhancing economic output for Manchester.

The endorsed MSP Strategic Regeneration Framework (SRF) Update (2018) and the associated MSP SRF Addendum (2023) seek to guide MSP forward from its existing strong foundation to become a world-class science park, which is capable of maximising these opportunities and spreading the benefits of this to surrounding neighbourhoods.

The Addendum to the MSP SRF, updates the development principles across the SRF to reflect the Council's target to be net zero carbon by 2038. It also responds to the opportunity that has arisen for the relocation of an internationally significant health research resource to MSP for the Greenheys site. An Application for Full Planning Permission for the redevelopment of the Greenheys site is submitted concurrently with this Application.

Of critical importance of the MSP SRF (2018) is the need to increase the quantum of available workspace and office floorspace and in doing so create the quality of environment and amenities that re-positions the current offer to meet the requirements of both existing customers and future national and international occupiers.

A set of Core Development Principles have been established in the SRF to help achieve this aim, which includes the reuse of existing, extensive areas of surface car parking and incidental landscaping as an opportunity to significantly enhance the environment and sense of place through the provision of new high-quality buildings and public spaces.

Planning History

In line with the principles of the adopted SRF, Planning Permission was granted in July 2014 (ref: 105742/FO/2014) for the development of the Bright Building on land that previously comprised surface car parking.

As the proposals for the Bright Building resulted in a loss of car parking spaces and additional office floorspace, Planning Permission (ref: 106024/FO/2014/S1) was concurrently granted for a temporary surface car park at Denmark Road to provide 159 new car parking spaces for MSP occupiers, including an allocation of 40 spaces for the Bright Building. This consent expired 1 September 2019.

Planning Permission was then subsequently granted in September 2019 (ref. 124795/FO/2019) for the continued use of the private surface car park for 157 spaces for occupiers of buildings at MSP. The extension of the use (which was implemented) was required to support the new Base Building, which

completed construction at the end of 2022. It includes a planning condition requiring the use of the car park for a limited period expiring on 1 September 2024.

As with the Bright Building, the Base Planning Permission aligns with the MSP SRF (2018) through maximising the potential of the site through the reduction of surface car parking and the delivery of a high-quality new office building and associated public realm. The development resulted in the loss of 53 car parking spaces, together with an increase in the quantum of floorspace on the Site. The application identified that there was sufficient capacity at Denmark Road surface car park to accommodate the relocation of spaces from the Base site to the surface car park.

Site Location and Description

The Site is 0.46 hectares, is broadly L-shaped, and is accessed off Denmark Road. It is located to the southwest of MSP and forms a future development plot within the MSP SRF Update (2018).

The Site is surrounded by a mix of uses, including commercial, residential, religious and educational. It is bound by open space to the north, with the Darul Aman Mosque and wider MSP Site beyond. The playing fields of the adjacent Holy Name Roman Catholic Primary School are located immediately to the east. The west of the Site wraps around the Cornerstone Day Centre. The boundary then returns along Ripon Street towards Charles Halle Road, which flanks the north-western edge of the Site. The Heineken Manchester Brewery is located to the west beyond Charles Halle Road. Denmark Road runs along the southern edge of the Site and beyond the road are a number of low-rise residential units.

The Site currently comprises 157 surface car parking spaces with entry and egress from Denmark Road to the south. Entry to the Site is restricted to MSP customers only using an automated 'fob-in fob-out' system and barrier. There is pedestrian access via an opening in the low fence along Denmark Road from the south, in addition to a pedestrian route from Guildhall Close from the north and leading towards MSP buildings.

The boundary of the Site consists of 900mm high, post and rail wooden fence. Lighting is provided across the Site at suitable lux level alongside CCTV for safety and security within the car park and across the main pedestrian footpath between Guildhall Close.

The Proposed Development

The Proposed Development comprises the continuation of the existing temporary use of the Site as a 157-space private surface car park, for use by MSP visitors and customers only for a period of five years. The proposal consists of no material changes to the existing layout of the existing car park.

The development is described in the Application Form as:

"Continuation of the use of the land as a temporary surface car park"

The Proposed Development also includes for the removal of the existing vehicle access and egress barriers and the erection of Pay and Display machines to align to the Applicant's slightly revised operational management strategy as explained further in the following section.

We expect that a Condition will be applied to the consent which will restrict the use of the car park for a temporary period of five years.

MSP has confirmed that there are currently approximately 814 parking spaces available distributed across the wider MSP campus. Of these 814 spaces:

- 60 are visitor parking spaces at Greenheys Building;
- 157 are customer spaces at Denmark Road, of which:
 - 44 are offered on license;
 - 50 are offered on lease;
 - 6 are occupied by the Cornerstone Day Care Centre; and
 - 57 are vacant.
- 597 are customer spaces across other locations within the MSP campus, of which:
 - 119 are offered on license;
 - 344 are offered on lease; and
 - 134 are vacant.

The redevelopment of the Greenheys site, formally applied for under a separate application for Planning Permission submitted concurrently, would result in a reduction of 60 visitor parking spaces alongside an additional demand for 131 parking spaces, based on the approximate net floorspace of 130,500 sq. ft.

It is proposed that the additional demand (131 spaces) created by the Greenheys redevelopment would be accommodated within the existing spaces across the MSP site (excluding Denmark Road), for which the Applicant has identified sufficient vacant capacity.

The 60 visitor spaces, displaced from the Greenheys site, of which usage varies day-by-day and which currently operates with capacity, would then be provided instead at Denmark Road.

There therefore remains a requirement to continue the use of the Denmark Road car park to support visitor parking requirements, alongside any occupier parking requirements that exceed the allocated spaces. By providing this overflow provision, it seeks to ensure that no additional off-site parking arises from MSP occupiers.

When the next phase of development at MSP is brought forward, after the Greenheys redevelopment, Bruntwood anticipates there will be a requirement to concurrently deliver a multi-storey car park (MSCP) to consolidate MSP parking requirements. Denmark Road Car Park therefore provides as an interim solution until this next phase is delivered.

Electric Vehicle (EV) charging provision would not be provided at Denmark Road as it is primarily an interim solution until the MSCP is provided as part of the long-term strategy. EV charging is proposed within the other car parking spaces at MSP as part of the Greenheys proposals. This comprises 10% EV charging provision for the 131 spaces allocated to Greenheys, equating to 13 spaces.

Operational Management

The Applicant seeks to amend the operation management of the car park, which at present is controlled by a fob-in/out process and a barrier entry. The vehicle access / egress barrier is proposed to be removed to stop vehicles tailing back along Denmark Road and limiting access to the highway. This problem is amplified by the slow fob-in/out system, which is outdated considering advanced technology.

Therefore, the barrier and fob process will be replaced with Auto Number Plate Recognition (ANPR) system, clear signage in visible locations, and Pay and Display machines to ensure the car park remains for use of MSP visitors and customer use only, with the exception of those spaces allocated to the Cornerstone Day Care Centre. As such, signage will make it explicit that the car park is for these users only, whilst the ANPR system will ensure that those who are not will be ticketed. A management company will be responsible for monitoring the use of the car park.

MSP is a 24-hour manned site. The Site is manned during working hours (6am - 6pm, Monday - Friday) by the MSP facilities team. Outside of these hours, a night security guard is on Site primarily based in the Base CCTV room where footage of Denmark Road is monitored and recorded. The guard also carries out regular site wide patrols out of hours.

Denmark Road Car Park will be operated by SIP management company who will be responsible for monitoring the use of the car park.

An Operational Management Strategy is prepared by Bruntwood and submitted in support of this application, which explains the proposed use of the car park, operating hours and methods for monitoring and security.

Full lighting and CCTV coverage will continue to be provided across the temporary car park. All CCTV imagery is monitored and recorded, and the night guard has the ability to view live feeds of all CCTV cameras.

Operating Hours

The car park is accessible 24 hours a day in line with the opening hours for MSP itself; however, in line with car parking across the remainder of the Site, it is considered that the majority of car park users will be accessing the car park between 0700 and 1900 on weekdays. Peak hour usage is likely to be between 0700-1000 and 1500-1800 on weekdays.

Access and Egress

Vehicular access and egress to and from the car park will be from the existing access point off Denmark Road. The Site currently includes vehicle barriers to control vehicles accessing and exiting the car park, which will be removed to facilitate vehicles exiting the highway.

The pedestrian access point along Denmark Road, via a break in the timber post and rail fencing, is proposed to be retained. There is also a pedestrian route towards MSP buildings from the car park to the north of the Site, connecting to Guildhall Close.

Car Park Layout

The 157 car parking spaces are clearly demarcated on the Site. The sizing of bays and aisle widths conform to standard dimensions (4.8m x 2.4m and 6m). A Swept-path tracking Plan is, prepared by Aecom, is submitted in support of this application. No accessible bays are proposed on the Site as these are provided in closer proximity to each building, in line with DDA guidance. Lighting is provided within the car park and to the pedestrian link between the car park and Guildhall Close; this was implemented in accordance with the approved Lighting Layout Plan Ref. 001151-E01. Further lighting to this route has recently been provided.

Landscaping and Boundary Treatment

As with the remainder of car parks across the MSP site, the temporary car park is as open as possible and effectively managed as part of the existing, successful Operational Management Plan.

The car park incorporates a low (900mm) timber post and rail barrier to the boundary of the car park, coupled with the retention of existing mature trees and screen planting around the perimeter.

Further planting is proposed across the Site as shown within the Planting Plan (9-)L028_B and Planting Strategy Plan (9-)L022_B submitted in support of this application.

Site Specific Issues

Highways, Parking and Electric Vehicle Charging

A Transport Statement has been prepared by Curtins in support of this application, to consider the potential impact of the Proposed Development on the surrounding area from a traffic and transportation perspective.

A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the Proposed Development.

The Transport Statement summarises that the continuation of the use of the Site as a surface car park of 157 spaces on its own would not generate additional trips, as it serves as a facility to accommodate cars already travelling to and from the MSP campus. As such, it is considered that the Proposed Development would not have a significant impact on the surrounding highway network.

With regard to electric vehicle charging, Core Strategy Policy T 1 (Sustainable Transport) requires that developers facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.

Electric Vehicle (EV) charging provision would not be provided directly as part of this Proposed Development as it is primarily an interim solution until the MSCP is provided as part of the long-term strategy. Thus, provision of EV charging at Denmark Road would represent abortive provision of charging points and associated infrastructure. Instead, EV charging is proposed within the other car parking spaces at MSP as part of the Greenheys proposals. This comprises 10% EV charging provision for the 131 spaces allocated to Greenheys, equating to 13 spaces. A further 10% EV charging would be provided on a demand led basis for Greenheys.

Furthermore, as proposals for a MSCP come into fruition to enable the next phase of development at MSP, after the Greenheys redevelopment, consideration will be had for the provision of EV charging as part of this proposal.

Flood Risk and Drainage

A site-specific Flood Risk Assessment (FRA) and Drainage Strategy, prepared by DW Consulting Engineers was approved as part of the 2014 Planning Permission.

The FRA identifies that the Site is within Flood Zone 1 and at risk from a 1 in 1,000 year flood event only.

The approved Drainage Strategy established that, on the basis that soakaways are not used, storm water will be attenuated on-site by localised ponding of the car park area together with utilising underground attenuation tanks and flow restrictors to limit overall surface water discharge from site to a maximum of 50% of the existing rate.

The drainage scheme implemented for the car park and in operation since 2014 varies slightly from the approved strategy and incorporates attenuation on site by localised ponding of the car park area together with utilising the underground drainage system and flow restrictors to limit to overall surface water discharge from site to less than of 50% of the original site flow.

A Drainage Strategy Addendum (September 2019) was prepared by DW Consulting to explain the rationale for this change, to include the final drainage scheme drawings and to confirm that the scheme as implemented has been operating effectively since 2014. This is evidenced through monitoring of the car park during heavy rain and accompanying photographs.

A Letter from DW Consulting Engineers is submitted in support of this Application which states that as there are no changes to the temporary car park size or surfacing, the previous 2014 FRA and Drainage Strategy and the Drainage Strategy Addendum (September 2019) remain relevant.

Ground Conditions

A Phase 1 Ground Conditions report, prepared by NX Consulting was approved as part of 2014 Planning Permission. Based on the findings of the Preliminary Environmental Risk Assessment, the Site posed an overall low risk of statutory environmental liability, moderate risk with respect to human health and moderate risk with respect to Controlled Waters. As this planning application seeks to formalise the extension of the existing use of the Site only, there is no breaking ground proposed and as such there will be no impacts with regards to ground conditions.

Ecology and Trees

An extended Phase 1 Habitat Survey of the Site was carried out by BDP on 8 May 2014 and was approved as part of the 2014 Planning Permission. As this planning application seeks to formalise the extension of the existing use of the Site only and no further physical works are proposed other than removal of a security barrier, there are no impacts with regards to ecology and trees.

Further planting is proposed across the Site as shown within the Planting Plan (9-)L028_B and Planting Strategy Plan (9-)L022_B submitted in support of this application.

Amenity

The car park incorporates lighting, which ensures that the car park is well-lit throughout the evening and night. Lighting is via 8 metre Denver poles, as shown on the Car Park Lighting Layout prepared by Compass Energy as part of the 2014 Planning Permission. Lighting calculations and an illuminance plan are also provided, which demonstrate that the lighting has no adverse effect on the amenity of nearby residential properties.

As noted above, the car park is managed by the existing MSP Facilities Team and is subject to regular inspections to ensure that it is maintained to a high standard in terms of landscaping and removal of litter.

Crime and Security

A Crime Impact Statement, prepared by Greater Manchester Police (GMP), was submitted and approved as part of the 2014 Planning Permission.

GMP were consulted on 27 March 2023 to discuss the Proposed Development. GMP have subsequently reviewed the Proposed Development and the revised operational management strategy and prepared a Letter which is submitted in support of this application. This details that the proposed upgrade in technology for entry/egress control from the car park is welcomed and thus GMP are supportive of the application to renew the temporary consent for this car park.

Planning Policy

The proposals have been considered in the context of planning policy at national and local levels, in particular the National Planning Policy Framework (NPPF) (July 2021) and the adopted Manchester Core Strategy (July 2012).

The NPPF introduced a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.

The principle of the use of the Site as a surface car park is already established through the granting and implementation of the 2014 and 2019 Planning Permission.

The continued use of the Denmark Road car park will support the delivery of further economic growth at MSP, through facilitating the release of existing surface car parking areas for new workspace and office buildings together with public realm.

The proposals will therefore make an important contribution to both national and local planning policy in terms of delivering sustainable economic growth, in accordance with Core Strategy Policy CC1 (Primary Economic Development Focus: City Centre and Fringe) and Policy EC8 (Central Manchester).

In addition, as demonstrated within the approved reports submitted in support of the Planning Permission and the updated reports forming part of this application, the operation of the car is in accordance with Development Plan and other material considerations when considered as a whole.

Application Documents

The application is accompanied by the following supporting documents, which is consistent with the scope of the 2019 planning application:

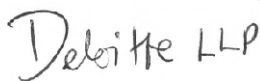
- Site Location Plan (0-)AP005_P02, prepared by BDP;
- Temporary Car Park Layout Plan (9-)L021_D, prepared by BDP;
- Planting Strategy Plan (9-)L022_B, prepared by BDP;
- Landscape Elevations (9-)L023_C;
- Levels Plan (9-)L024_C, prepared by BDP;
- Planting Plan (9-)L028_B;
- Lighting Layout Plan 001151-E01(D);
- Lighting Lux Calculations 001151-E01(D);
- Transport Statement, prepared by Curtins;
- Crime Impact Statement (2014), prepared by GMP;
- Letter dated 21 April 2023, prepared by GMP;
- Flood Risk Assessment (June 2014), prepared by DW Consulting Engineers;
- Drainage Strategy (June 2014), prepared by DW Consulting Engineers;
- Drainage Strategy Addendum (September 2019), prepared by DW Consulting Engineers;
- Letter dated 26 April 2023, prepared by DW Consulting Engineers;
- Phase 1 Desk Study & Preliminary Risk Assessment, prepared by NX Consulting;
- Tree Survey Report, prepared by Ascerta;
- Habitat Survey 2014; and
- Swept Path Analysis, prepared by Aecom.

The Application has been submitted through the Planning Portal and the reference number for this application is PP-12064022.

A fee has been paid to Manchester City Council for £234, in addition to any administrative fees by the Planning Portal, in respect of the requisite application fee. We request the Local Planning Authority's written consent that the enclosed information is sufficient to grant full Planning Permission.

If you require any further details, please do not hesitate to contact my colleagues Eithne Fitzgerald (0161 455 6963 / eithnefitzgerald@deloitte.co.uk) and Ed Britton (0161 455 6169 / edbritton@deloitte.co.uk).

Yours sincerely



Deloitte LLP

Enc.