



Base, Manchester Science Park – Change of Use Manchester Innovation Activities Hub (MIAH)

Planning Statement

August 2023

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1 Introduction

- 1.1 This Planning Statement (the “Statement”) is submitted in support of an application for Full Planning Permission for a Change of Use at the Base Building, Manchester Science Park (MSP). The Applicant is Bruntwood SciTech Limited (the “Applicant”).
- 1.2 The Application Site (the “Site”) comprises the Base Building which was approved under Planning Permission ref: 125018/FO/2019 in October 2019 and completed construction in July 2022. The Base Building is a five-storey building comprising offices (Use Class E) and ancillary workshop and maker space, together with associated disabled car and cycle parking, plant equipment and landscaping.
- 1.3 Planning Permission for the Change of Use of Levels 1 and 2 of the Base Building from office use (Use Class E) to Education use (Use Class F.1a) was granted in May 2023 (Ref. 136296/FO/2023) for an alternative occupier; London College of Accounting. The permission also included external alterations to the east elevation facade and landscaping to accommodate the inclusion of a new fire escape door.

Proposed Development

- 1.4 Manchester Innovation Activities Hub (MIAH) proposes to occupy circa 930 sq. m of floorspace at Base, currently comprised of makerspace units 3 and 4 at ground floor and makerspace units OM.04 and OM.03 and office space at mezzanine level for dedicated learning, workshop and incubator office space.
- 1.5 To enable the tenant to occupy the building, there is a need to secure Full Planning Permission for a Change of Use to these spaces from office (Use Class E) to a flexible use comprising Use Class E (Office) and Use Class F.1a (Education) (the “Proposed Development”).
- 1.6 No external alterations are proposed.

The Proposed Occupier

- 1.7 MIAH is a collaboration between The Blair Project, Manchester Science Partnership and Bruntwood Sci-Tech. MIAH will be an Industry 4.0 training facility, delivering the skills needed to support the transition to a net zero carbon economy. MIAH is dedicated to supporting a broader range of entrepreneurs and innovators to develop, prove, prototype and commercialise next generation products and processes to support net zero targets.
- 1.8 Providing industrial digitalisation and electrification skills training in a new community learning space, MIAH will upskill, reskill and retrain residents living in surrounding communities for ‘hard to fill’ occupations requiring specialist skills; specifically targeting underrepresented communities. The facility will be industry-led and provide high quality vocational training delivered by a variety of skills providers including colleges, GTA’s, Universities and professional bodies.
- 1.9 The Hub would consist of 930 sq. m dedicated learning, workshop and incubator office space at Base, including industrial grade fabrication equipment, with an emphasis on rapid industrial prototyping, advanced materials, digital and low carbon propulsion technologies.
- 1.10 The Occupier has identified MSP as a preferred location given its adjacencies to some of the most marginalised communities in Manchester. Being closely located to these communities will provide ease of access to a high-quality professional environment which will break down the perceived barriers to these types of workspaces within the communities –

- supporting Strategic Regeneration Framework objectives to ensure MSP improves connections with the local community.
- 1.11 The Occupier has set a target 40% of students to be unemployed or from low-income backgrounds.
- 1.12 MSP is ideally located at the Oxford Road Corridor's thriving business ecosystem and enables opportunities for communities to engage with the other higher education providers within the Oxford Road Corridor, including Manchester Metropolitan University and the University of Manchester. The proposed use will also support MSP's essential contribution towards the Corridor's wider ecosystem as it will provide sector focussed education courses.
- 1.13 MIAH, working with its partners, will encourage and enable entrepreneurship within underrepresented communities. Being located on MSP will allow them to scale without the need to relocate away from the cluster of similar companies. The companies will be like minded tech businesses focussed on Industry 4.0 and will benefit from a cluster effect from being co-located with like-minded businesses.
- 1.14 The courses offered by MIAH will support the priorities set out in Greater Manchester's Work and Skills Strategy and Priorities, including:
- Improving careers education, information and guidance to support informed decision-making for young people;
 - Developing Greater Manchester's work and skills infrastructure to meet the needs of the local economy;
 - Developing higher level skills to create a seamless system which supports young people to progress routinely to degree-level equivalent work and;
 - Developing specialist support for hard-to-reach groups to support those who are most likely to experience long-term unemployment.
- 1.15 The makerspace, which is double height and effectively workshop/light industrial space, is ideal for the services proposed, which includes industrial prototyping, advanced materials, digital and low carbon propulsion technologies.

Description of Development

- 1.16 The description of development as stated on the Application Form for Change of Use and Full Planning Permission is:
- "Full Planning Permission for the Change of Use of makerspace units 3 and 4 at ground floor and makerspace units OM.04 and OM.03 and office space at mezzanine level at the Base Building from office use (Use Class E) to a flexible use comprising Use Class E (Office) and Use Class F.1a (Education)"*

Application Documentation

- 1.17 In addition to this Statement, the Application is supported by the following as prepared in accordance with Manchester City Council's Validation Checklist and agreed with MCC Planning Officers on 27 July 2022:
- Application Form – prepared by Deloitte LLP;
 - Drawings and Plans – outlined in Table 1.1 below;
 - Operational Management Strategy – prepared by the Applicant;
 - Acoustic Design Note, 27 July 2023 – prepared by Stroma;

- Environmental Noise Assessment Report, August 2019 – prepared by BDP;
- Technical Note – Acoustics, March 2022 – prepared by Stroma;
- Technical Note – Acoustics, October 2022 – prepared by Stroma;
- Economic Impact Assessment Briefing Note, July 2023 – prepared by Ekosgen;
- Interim Travel Plan, September 2019 – prepared by Curtins;
- Transport Statement, September 2019 – prepared by Curtins;
- Transport Statement Addendum, August 2023 – prepared by Curtins;
- Waste Management Strategy, September 2019 – prepared by Curtins; and
- Waste Management Strategy Addendum, August 2023 – prepared by Curtins.

Table 1.1: Drawings and Plans

Drawing Reference	Drawing Title	Author
0237-BA-BAR-01-XX-DR-A-05-0501	Existing Location Site Plan	Bridge Architect
0237-BA-BAR-01-00-DR-A-05-0300-P02	Ground Floor Plan GA	Bridge Architects
0237-BA-BAR-01-MZ-DR-A-05-0301-P02	Mezzanine Floor Plan GA	Bridge Architects
JP100907-001-0B001-XX-DR-0104	Proposed Mezzanine Floor Plan	The Applicant
JP100907-001-B001-DR-A-0105	Proposed Plans – Ground Floor (Suites 3 & 4)	The Applicant

Structure of the Planning Statement

1.18 The remainder of this Statement is structured as follows:

- Section 2 provides description of the Site and strategic context to the Proposed Development.
- Section 3 provides a description of the Proposed Development and outlines the Statement of Consultation.
- Section 4 provides an overview of relevant planning policy and an assessment of the key site-specific planning considerations relevant to the determination of the application; and.
- Section 5 concludes by summarising the benefits of the proposals.

2 Site Description and Context

Site Description and Planning History

- 2.1 The Site comprises the Base Building located at MSP, a strategically important location as part of Manchester's Oxford Road Corridor.
- 2.2 The Base Building is a five-storey building comprising offices (Use Class E) and ancillary workshop and maker space, together with associated disabled car and cycle parking, plant equipment and landscaping.
- 2.3 The Base Building is accessed off and bounded by Greenheys Lane to the west of the Site, Greenheys Business Centre to the north, Rutherford House to the east and Ahmadiyya Mosque and its associated car park to the south.
- 2.4 The Base Building was developed with the aim to provide SMEs with high-quality space without the premium associated with city centre letting costs. It was also specifically designed to enable the flexibility to accommodate larger occupants, should the interest be identified.
- 2.5 The Base Building comprises 11,107 sq. m of Use Class E (office) floorspace, with an internal mezzanine floor above ground level. At ground and mezzanine floor levels, the building includes co-working 'maker' spaces and flexible meeting rooms.
- 2.6 The mezzanine, first, second, third and fourth floors include conventional office accommodation and meeting rooms. An external roof terrace is provided at Level Four, providing an attractive amenity space for occupants. All floors include common WC provision and lift access via three 17 person lifts.
- 2.7 Planning Permission for the Change of Use of Levels 1 and 2 from office use (Use Class E) to Education use (Use Class F.1a) was granted in May 2023 (Ref. 136296/FO/2023). The Change of Use was to accommodate a partnership between London College of Accountancy and the University of Bolton, to provide undergraduate and post-graduate education within the Accounting and Business sector, with a focus on Health and Social Care, and Healthcare Business Administration. The permission also included external alterations to the east elevation facade and landscaping to accommodate the inclusion of a new fire escape door.
- 2.8 The previous Change of Use relates to 3,382 sq. m (GIA), totalling 31% of the total 11,107 sq. m of floorspace at the Base Building. The Change of Use has not yet been implemented, but occupation is proposed for the 2023/24 student intake. Once implemented, the Base Building will comprise 7,725 sq. m (GIA) of office floorspace and 3,382 sq. m (GIA) of educational floorspace.
- 2.9 This application relates to makerspace units 3 and 4 at ground floor and makerspace units OM.04 and OM.03 and office space at mezzanine level, comprising 930 sqm.

Site Context

- 2.10 The Site is located within MSP, a vibrant science and tech community of over 150 businesses located in the heart of the Oxford Road Corridor, Manchester's "Knowledge Quarter" and innovation district.
- 2.11 MSP's attributes include: its highly accessible location; exceptional links to major research institutions; existing business base comprising innovative science and technology

- companies at all life-cycle stages; and a support service that encourages collaboration and co-creation.
- 2.12 Since 2014, significant progress has been made at MSP, including the delivery of the Bright Building at the heart of the park, the refurbishment of Greenheys Business Centre, the delivery of supporting infrastructure including a multi-functional public realm space, and now the Base Building. The success of these projects has shown that MSP is moving toward its vision and it is now home to more than 150 innovative businesses.
- 2.13 Bruntwood achieved approval at Planning Committee on 27 July 2023 for the complete redevelopment of the Greenheys Building, located on the site immediately to the north of Base.
- 2.14 The Greenheys development will accommodate office floorspace and four floors of commercial lab space. To ensure the building meets the specific requirements of the occupier, the building has been designed to 'Containment Level 2' laboratory standard. Due to the unique opportunity presented by the Greenheys occupier (UKBiobank), Bruntwood has decided to deliver the remaining four floors as Containment Level 2 laboratories, thereby enabling potential future expansion of the occupier and / or to attract specialist health and life science occupiers who have the same requirements.
- 2.15 The building will, therefore, be a specialised asset for MSP and the Oxford Road Corridor and will not be suitable for occupiers looking for standard office accommodation, or 'Containment Level 1' laboratory space.

Surrounding land Uses

- 2.16 The uses immediately surrounding the Site to the east and north are all associated with MSP. This comprises Greenheys Business Centre occupying land immediately to the north and the McDougall Centre, located further to the north. Rutherford House, a four-storey office building, is positioned directly to the east of the Site. The wider MSP site also comprises of a number of commercial office buildings, including the Bright Building, which opened in 2017.
- 2.17 To the west and beyond Greenheys Lane, there are existing residential properties within the Hulme Ward. The Ahmadiyya Mosque is also located to the south and separated from the Site by a surface car park.
- 2.18 Within the wider area, there is a broad mix of uses, including:
- Educational uses associated with Manchester Metropolitan University and the University of Manchester, occupying land east and north of the boundary of MSP. Holy Name RC Primary School and Webster Primary School are also located to the south of MSP along Denmark Road.
 - The Manchester University NHS Foundation Trust campus is located further east beyond the University of Manchester;
 - Commercial and industrial uses, including a large brewery complex and Greenheys Police Station off Moss Lane East and a repair garage; and
 - Sport, leisure and cultural uses, including outdoor sports' pitches, and Whitworth Park and Art Gallery.

Site Accessibility

- 2.19 MSP is within a 15-minute walking distance of all the services and facilities offered by Manchester City Centre. The Site is within a 10-minute walk of the Oxford Road Bus Corridor, one of the most heavily used bus routes in Europe subject of major investment

through the Bus Priority Package. Oxford Road accommodates routes across Greater Manchester and into the City Centre, which is a public transport hub providing accessibility to a range of sustainable transport modes including rail and Metrolink services.

- 2.20 Oxford Road Station is a key public transport hub located within walking distance of the Site.
- 2.21 Manchester Piccadilly Station is also located within a 30-minute walk of the Site.
- 2.22 There are also a number of dedicated cycleways along some sections of Greenheys Lane and Higher Cambridge Street and advanced stop lines for cyclists at a number of junctions surrounding the Site.
- 2.23 Cycling infrastructure beyond the immediate vicinity of the Site is excellent with Oxford Road forming a strategic cycle link from the south into Manchester City Centre. National Cycle Route 6 is also located to the west of the Site can be accessed directly off Greenheys Lane.
- 2.24 Pedestrian accessibility to the surrounding area is very good. Existing pedestrian links are present around the Site, which leads to the primary routes towards Manchester City Centre.
- 2.25 The Site also has direct connectivity to Princess Parkway, a major arterial route into and out of the City Centre, and the M56, M60 and M62 motorways, which in turn provide access to the national motorway network as a whole.

3 The Proposed Development and Statement of Consultation

- 3.1 This Section of the Statement provides a full description of the application proposals. It should be read in conjunction with the application drawings.

The Proposed Development

Proposed Use and Quantum

- 3.2 The Proposed Development comprises the Change of Use of makerspace units 3 and 4 at ground floor and makerspace units OM.04 and OM.03 and office space at mezzanine level at the Base Building (Use Class E) to a flexible use comprising Use Class E (Office) and Use Class F.1a (Education).
- 3.3 The proposed educational floorspace comprises 930 sqm (GIA), totalling 8.4% of the total 11,107 sq. m of floorspace at the Base Building.

Vehicle and Cycle Parking

- 3.4 The Site includes a total of 66 cycle parking spaces, including 42 secure internal cycle parking spaces and 24 spaces on the external Sheffield Cycle Stands. Showers, lockers and changing facilities are also provided on the ground floor, including accessible provision.
- 3.5 There are also three permanent accessible car parking spaces within the immediate vicinity of the building to the west elevation adjacent to Greenheys Lane.

Servicing and Waste Management

- 3.6 The proposals do not require any changes to the approved servicing arrangements.
- 3.7 As set out within the Waste Management Strategy Addendum prepared by Curtins, the existing bin store is considered sufficient to accommodate requirements of the proposed Education Use.
- 3.8 As with the current arrangement, the proposed operator will provide their own recycling and general waste bins which will be emptied into the Base Eurobins. The Eurobins will then be wheeled direct from the ventilated storage area to the refuse lorry parked within the on-site servicing area on the day of collection. They will be returned immediately after collection by building management.

Operational Management

- 3.9 The existing Base Building operates under 24-hour access; with the external terrace available for use between the hours of 0800 and 2200 Monday to Sunday.
- 3.10 The proposed occupier is to also operate under 24-hour access, but it is proposed that teaching activities will only take place between 0800 and 2100. Users will only gain access to MIAH floorspace by staff members with security access card.
- 3.11 The teaching facilities will be self-contained, with all welfare facilities on the floors they occupy. The proposed operators do not have any requirement for outdoor facilities.

Statement of Consultation

Manchester City Council Local Planning Authority

- 3.12 A pre-application meeting was held with a Senior Manchester City Council officer on Thursday 20 July 2023 to discuss the proposals. As part of these discussions, the Applicant provided additional details of the proposed occupier, details of its operational model, and the socio-economic benefits that will be delivered through securing the occupier within Base Building. The LPA were supportive in principle to the proposed Change of Use and occupier.
- 3.13 Engagement with local Hulme Ward Councillors was recommended prior to the submission of the planning application.

Ward Councillors

- 3.14 All Hulme Ward Councillors were invited to a pre-application briefing in July 2023. A briefing was provided to Councillor Annette Wright on Wednesday 2 August 2023. Councillor Annette Wright confirmed she would speak directly with Councillor Lee-Ann Igbon after the briefing to provide an update.
- 3.15 The proposals were positively received. The potential for construction impact was queried, in the context of previous concerns raised by residents as a result of the construction of the Base Building which completed in 2022.
- 3.16 The Applicant confirmed that no external alterations are currently proposed as part of this change of use and any fit-out works would be contained within the building. The Applicant will ensure suitable parking is provided either on-site or elsewhere at MSP for construction vehicles to avoid parking on residential streets.
- 3.17 Councillor Bayunu has been invited to attend a separate pre-application briefing on Friday 4 August 2023.

Universities

- 3.18 As shareholders of MSP, the University of Manchester and Manchester Metropolitan University have been consulted throughout on the proposals for MIAH and the proposed Change of Use.
- 3.19 Both Universities have confirmed their support for the proposals.

4 Planning Policy and Site-Specific Planning Considerations

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

Principle of Use

Policy and Guidance

- 4.2 Core Strategy Policy SP1 (Spatial Principles) sets out that the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living. Development in all parts of the City should improve access to jobs, services, education, and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.
- 4.3 With specific reference to the provision of employment space, Policy EC 1 (Employment and Economic Growth in Manchester) identifies MSP as part of the City Centre Fringe, where 25ha of employment space is targeted to be delivered between 2010 and 2027. The Policy goes on to state that the Council will support other significant contributors to economic growth, including specifically education uses.
- 4.4 Policy EC2 seeks to retain and enhance existing employment space, whilst allowing redevelopment of sites to provide alternative uses of land, where an alternative use would bring more benefits to the City, either because the employment use is not the optimum use for the site, or because any harm is outweighed by the benefits of the new use.
- 4.5 Core Strategy Policy EC 8 (Central Manchester) states that Central Manchester is expected to provide approximately 14ha of employment land. The Oxford Road Corridor specifically is suitable for office, research and development, light industrial, general industrial, education and health.
- 4.6 Manchester Science Park Strategic Regeneration Framework Update (MSP SRF) (2018) highlights that the vision for MSP is underpinned by the need to create an environment and facilities that provide opportunities to bring people, resources and links together. MSP will be an innovation hub, which can be occupied by high value, knowledge-dependent businesses and foster a sense of community.
- 4.7 The SRF specifically references the need to be more ambitious, in order to ensure that the unique opportunity is maximised for the benefit of Greater Manchester, including the local community.
- 4.8 It recognises the benefits of agglomeration and the important role that centres of excellence in research and higher education play in delivering economic growth. The SRF states that *“being located close to established higher education areas allows businesses to easily showcase what their organisation does and the careers on offer.”*
- 4.9 The vision for the Oxford Road Corridor, as set out in the Oxford Road Corridor Strategic Vision to 2025, is to be: *“Manchester’s cosmopolitan hub and world-class innovation district, where talented people from the city and across the world learn, create, work, socialise, live and do business; contributing to the economic and social dynamism of one of Europe’s leading cities”*

- 4.10 The Oxford Road Corridor Strategic Spatial Framework March 2018 (SSF) also recognises that the presence of higher-education institutions combined with investment in new research, incubation, and science park facilities are important to continue positive development in the Oxford Road Corridor.
- 4.11 Draft Policy JP-S 4 of the Submission Stage Draft Greater Manchester Places For Everyone Joint Development Plan (August 2021) outlines in that to improve resilience a key measure is to promote significant enhancements in education, skills and knowledge.
- 4.12 Draft Policy JP-P 5 also states that significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted, by enabling the delivery of new further and higher education, and adult training and by supporting the continued growth and success of the university sector through enabling the delivery of new and improved facilities.
- 4.13 Whilst the Places for Everyone Joint Development Plan still under Examination, it is considered to carry some weight in the determination of planning applications.
- 4.14 Paragraphs 95 and 96 of the NPPF also state that local planning authorities should take a proactive and positive approach to development that will widen choice in education.

Applicant's Response:

- 4.15 The Site is located within the Oxford Road Corridor which is the focus point for the knowledge economy. Specifically, it is within MSP, an exemplar global urban science park with a focus on the science, digital and technology sectors.
- 4.16 In the context of Policy EC2, the Applicant has assessed the socio-economic benefits of the Proposed Change of Use and the hypothetical economic contribution that would be made by the makerspace and mezzanine space if they were retained simply as commercial office space in accordance with the original Base Planning Permission.
- 4.17 The Economic Impact Assessment Briefing Note, prepared by Ekosgen, identifies the following socio-economic benefits that will arise from the proposed Change of Use:
- Deliver **1,850 new learners over ten years**, with a focus on industrial digitalisation and electrification skills, increasing employment prospects and earnings potential and improving the productive potential across the economy.
 - **Over 10 years the economic value of human capital improvements is estimated at £16.3m.** This is equivalent to an increase in economic capacity and we would expect to see this reflected in an equivalent improvement in economic output over this period. i.e. as a result of the investment, UK economic output would increase by £16.3 million over this ten year period.
 - **Help to address skills shortages** and contribute to Manchester's skilled workforce.
 - **Target learners from unemployed or from low income backgrounds**, helping to address inequalities, improve employment prospects and earnings potential, with the potential to generate fiscal savings through a reduction in benefit payments as a result of unemployed or low income residents entering work.
 - Deliver up to **520 corporate training spaces per annum** increasing the productivity of local firms.
 - **Create incubator space for start-ups**, targeting entrepreneurs from local communities in relevant sectors, supporting new starts and clustering effects. **The direct jobs accommodated in the incubator space are estimated to generate**

between £2.7m and £5.4m over 10 years in direct GVA. Additional impacts will be generated as new businesses become established, relocate and grow.

- Support direct employment opportunities with **12 full-time equivalent (FTE) jobs** within MIAH, generating **GVA of £7.3m over 10 years.**
- Support a range of temporary employment opportunities during fit-out over a **4 month build period with an estimated to cost over £1.4m.**

- 4.18 In terms of the monetised impacts based on the above, it is estimated that over ten years of operation MIAH is estimated to generate a total economic value of **up to £29m.**
- 4.19 While the floorspace is designated as employment space, it is currently unoccupied and has been vacant since the building completed construction in 2022. Considering the additionality of the potential impacts within the existing use classification compared to the proposed change of use, there is greater likelihood that employment will displace employment from elsewhere in the city.
- 4.20 Conversely, the proposed occupier provides a new and unique opportunity to grow skills, bring demonstrable direct and indirect socio-economic benefits to MSP and the wider Oxford Road Corridor eco-system, including in relation to GVA and human capital improvements. On this basis, we expect the change of use to deliver a **net positive benefit.**
- 4.21 When considered against the MSP SRF 2018 indicative masterplan, the overall change of floorspace equates to 0.07% of the 1.3 million sq. ft of workspace and laboratory space that is anticipated to be brought forward. As such, the overriding characteristic and industry focus of MSP will be maintained, in line with Bruntwood SciTech's operational model and objectives for MSP.
- 4.22 Furthermore, the education use will improve the pipeline of skilled workers to support the low carbon transition necessary to meet local and national net zero targets; make a positive contribution to the MSP and Oxford Road Corridor ecosystem; and ensure MSP's strategic objectives can be maintained in the long term.
- 4.23 At a more strategic level, Places for Everyone Draft Policy JP-P 5 (Education, Skills and Knowledge) states that significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted, by enabling the delivery of new further education and adult training to ensure our workforce is ready to benefit from new employment opportunities.
- 4.24 The Proposed Development will provide a dedicated technical and vocational training space for the local community, to nurture an integrated pipeline of talent and skills to support innovative fledgling companies and start-ups. The Proposed Development will target unemployed youth (identified through the Kickstart Scheme), low-income residents and professionals who are out of employment. MIAH will prepare them for skilled employment within futureproofed, low carbon industries.
- 4.25 The courses proposed align directly with the targets of the MSP SRF by providing an exciting initiative which will attract and retain young people in their early careers in the digital, science and technology sectors. MIAH will further achieve the objectives of the SRF through its work with accredited partners providing industry standard training in digital design, 3D printing, software and programming, cybersecurity, AI, energy storage technologies and low carbon propulsion.
- 4.26 MIAH will promote MSP as a true part of the Oxford Road Corridor's ecosystem offering education within key target sectors. It will help to upskill and provide employment growth to support growing businesses within MSP and the Oxford Road Corridor; one of the

world's largest clusters of health research, practice and commercial development, and home to Manchester's Universities and hospitals.

- 4.27 For the reasons above, we consider that the proposed Change of Use is in accordance with planning policy and is of a scale and nature that will enable the strategic vision and objectives for MSP to be maintained, whilst also delivering a range of demonstrable benefits for MSP, the Oxford Road Corridor and the region.

Transport and Parking

Policy and Guidance

- 4.28 Section 9 of the NPPF relates to the promotion of sustainable transport. It sets in paragraph 104, the proposals should:
- a) The potential impacts of development on transport networks can be addressed;
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- 4.29 Paragraph 113 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 4.30 Core Strategy Policy T1 (Sustainable Transport) sets out to deliver a sustainable, high quality, integrated transport system in order to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.
- 4.31 Core Strategy Policy T2 (Accessible Areas of Opportunity and Needs) sets out that developments should provide a level of car parking which reflects the realistic requirements of the users of the development. Regard should also be given to the need for disabled and cycle parking provision.
- 4.32 The Guide to Development in Manchester SPD (2007) sets out the design principles and standards that the City Council expects new development to achieve. One of the key principles is 'Minimising the Impact of Car Parking'. The SPD recognises the demands of car parking within new development proposals. It recommends that the reliance of car parking should be reduced by ensuring easy access to amenities including public transport are provided.

Applicant's Response:

- 4.33 The Base Building currently features 66 cycle parking spaces, which includes 42 allocated secure cycle parking spaces accommodated internally within the building and 24 spaces on the external Sheffield Cycle Stands. The Site also includes three permanent accessible car parking spaces within the immediate vicinity of the building, which will be unimpacted by the Proposed Development. These accessible spaces will be allocated as required.

- 4.34 As detailed within the Transport Statement Addendum produced by Curtins, once the proposed floorspace is fully occupied by MIAH there could be up to a maximum of 45 students and 12 staff present on site at any one time. However, this is considered the worst-case scenario, and it is anticipated that daily staff and students would not regularly reach this capacity.
- 4.35 It is also envisaged that not all of the staff and students attending the site would choose to visit the site by bicycle. The target students for MIAH comprise those from the local communities surrounding the Site and within walking and cycling distance. Given the accessible nature of the site, it is expected that people will use sustainable modes of transport to access the Site, such as walking and public transport.
- 4.36 Notwithstanding, as part of the Travel Plan measures, the use of cycle spaces would be monitored, and the number of spaces can be increased in the future (through the installation of additional cycle shelters) if there is demand for additional spaces.
- 4.37 The Transport Statement Addendum confirms that the proposed Change of Use is not anticipated to produce any significant increases in traffic (compared to the existing use). It is anticipated that the majority of users would attend the Site via sustainable modes of transport, whilst the Applicant places a focus on sustainable travel planning.
- 4.38 The measures set out in the Iterative Travel Plan submitted in support of the Base Planning Application and as part of this application will be adopted by the Occupier. It is requested that a condition similar to that included on the previous Permission for the Change of Use at Base (Ref. 136296/FO/2023) as shown below is reflected on any subsequent Decision for this application:
- “5) Within six months of the commencement of the use hereby approved, a revised Travel Plan which is consistent with the Interim Travel Plan submitted as part of the application and which takes into account the information about travel patterns gathered following the opening of the building and the impacts of the use of the building for the purpose hereby approved 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.”*
- 4.39 In light of the above, it is considered that the Proposed Development supports local and national sustainable travel objectives and complies with local and national policy in respect of transport and parking.

Waste and Servicing

Policy and Guidance

- 4.40 Core Strategy Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.

Applicant's Response:

- 4.41 The proposed arrangements for management of waste during operation are set out within the Waste Management Strategy Addendum, prepared by Curtins. The Proposed Development would not necessitate any significant additional waste requirements and the existing bin store and waste storage provision is considered sufficient for the Proposed Development.

- 4.42 As with the current arrangement, the proposed operator will provide their own recycling and general waste bins which will be emptied into the Base Eurobins. The Eurobins will then be wheeled direct from the ventilated storage area to the refuse lorry parked within the on-site servicing area on the day of collection. They will be returned immediately after collection by building management.
- 4.43 As such, the Proposed Development aligns with Core Strategy Policy EN19.

Noise and Vibration

Policy and Guidance

- 4.44 NPPF paragraph 174 e) sets out that development should neither contribute nor be at risk of the impacts of noise.
- 4.45 Saved UDP Policy DC26 (Development and Noise) outlines that the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:
- a) the effect of new development proposals which are likely to be generators of noise; and
 - b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.
- 4.46 In addition, Core Strategy Policy DM1 (Development Management) sets out that all development should have regard to effects on amenity, including noise.

Applicant's Response:

- 4.47 An Acoustic Design Strategy was produced by BDP as part of the original planning application. This provided suitable acoustic criteria relating to the noise insulation scheme for the makerspace workshops and included measures to reduce the noise break out from the operations within these workshops.
- 4.48 A Verification Report was then submitted to the LPA to discharge Condition 19 of the Base Planning Permission (Ref. 125018/FO/2019). This report confirmed the scheme for acoustic insulation in the makerspace workshops would achieve a BS 4142 assessment of 'low noise impact', and any noise breakout would be at least 6dB below the lowest measured ambient background sound level, where a noise limit of 85dB is applied.
- 4.49 MIAH will ensure that all their operations are in compliance with these agreed noise limits.

Operational Management and Security

Policy and Guidance

- 4.50 Core Strategy Policy DM1 (Development Management) outlines that all development should have regard to the effects on amenity, including light, noise, odour, vermin, litter, road safety and traffic generation. Regard should also be had for refuse collection and storage.
- 4.51 Policy DM 1 (Development Management) also states that all development should have regard to community safety and crime prevention.

Applicant's Response:

- 4.52 The existing Base Building operates under 24-hour access; with the external terrace available for use between the hours of 0800 and 2200 Monday to Sunday.

- 4.53 The proposed occupier is to also operate under 24-hour access, but it is proposed that teaching activities will only take place between 0800 and 2100. Users will only gain access to MIAH floorspace by staff members with security access card.
- 4.54 The occupied space will be subject to monitored Operational Management Strategy, produced by MIAH, to ensure its successful operation, which future occupiers and users will be expected to adhere to.
- 4.55 The Operational Management Strategy also outlines the modes of transport which visitors and occupiers will be encouraged to utilise, including beryl bikes, buses, owner operated bicycles, trains and trams.
- 4.56 The entirety of MSP operates under a no smoking policy. The proposed operator will brief all staff and students on this policy, and any recurring rule breakers will be directed to the proposed operator to be reminded of their obligations and expectations.
- 4.57 In summary, suitable operational management procedures are in place to mitigate against any potential impact on amenity, whilst safety and security arrangements comply with local and national policy.

5 Summary and Conclusions

- 5.1 This Statement accompanies an application for Full Planning Permission for the Change of Use of makerspace units 3 and 4 at ground floor and makerspace units OM.04 and OM.03 and office space at mezzanine level at the Base Building at MSP from Use Class E (Office) to a flexible use comprising Use Class E (Office) and Use Class F.1a (Education).
- 5.2 The Site comprises the Base Building which secured planning permission in October 2019 (Ref. 125018/FO/2019) and completed construction in July 2022. The Base Building is a five-storey building comprising offices (Use Class E) and ancillary workshop and maker space, together with associated disabled car and cycle parking, plant equipment and landscaping. The ground and mezzanine floors comprise co-working 'maker' spaces, conventional office space and flexible meeting rooms.
- 5.3 The description of development as stated on the Application Form for Change of Use is:
- “Full Planning Permission for the Change of Use of makerspace units 3 and 4 at ground floor and makerspace units OM.04 and OM.03 and office space at mezzanine level at the Base Building from office use (Use Class E) to a flexible use comprising Use Class E (Office) and Use Class F.1a (Education)”*
- 5.4 The Occupier presents a live opportunity that will bring demonstrable direct and indirect socio-economic benefits to MSP and the wider Oxford Road Corridor eco-system. Within this context, the Economic Impact Assessment Briefing Note prepared by Ekosgen identifies a range of socio-economic benefits that will arise from the proposed Change of Use.
- 5.5 The Proposed Development will act to diversify the skillset of people within Manchester and provide a high-quality education provider within the Oxford Road Corridor. It will provide a dedicated technical and vocational training space in one of Manchester's most deprived areas and nurture the next generation of talent.
- 5.6 It will promote MSP as a true part of the Oxford Road Corridor's ecosystem offering education, alongside space for start-up businesses and will support the objectives set out within the Development Plan, and the City's wider strategic regeneration objectives.
- 5.7 In conclusion, a detailed assessment of the Proposed Development has been undertaken against planning policy. Taking all of this into account, it can be concluded that the Proposed Development is considered to be in accordance with the Development Plan when considered holistically. It is further supported by the assessment of other material considerations, including the endorsed Oxford Road Corridor SRF, MSP SRF and the NPPF, and it has been demonstrated that the Proposed Development will deliver the overarching economic and social objectives of sustainable development as a whole.
- 5.8 As such, the Proposed Development therefore merits the support of the local planning authority.



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