



Greenheys, Manchester Science Park
Planning Statement

May 2023

Contents

1.	Introduction	2
2.	The Strategic Context	6
3.	Site Description and Context	14
4.	The Proposed Development	20
5.	Planning Policy and Guidance	26
6.	Consideration of Proposed Development	31
7.	Summary and Conclusions	46
	Appendix 1 – Green and Blue Infrastructure Statement	48

1. Introduction

Introduction

- 1.1. This Planning Statement (“the Statement”) relates to the construction of a new building comprising six storeys of occupiable office and laboratory space, plus an additional level of plant, with cycle parking, landscaping, highways access and other associated works (the “Proposed Development”).
- 1.2. There are three linked applications which are being submitted concurrently to Manchester City Council as follows:
 - A Full Planning Application for the Proposed Development.
 - An application for Prior Approval of Demolition to clear the Site prior to the commencement of construction of the Proposed Development.
 - An application for Full Planning Permission related to the continued use of the existing Denmark Road surface car park at MSP for a further temporary period of five years, to provide visitor car parking for MSP, together with its ongoing operational strategy.
- 1.3. The Site is occupied by the existing Greenheys Building within Manchester Science Park (MSP) and comprises approximately 0.67 ha. bounded by Greenheys Lane to the west and Pencroft Way to the east (the “Site”)
- 1.4. The Base building, a five-storey office development which completed construction at the end of 2022, is located immediately to the south of the Site. The McDougall Centre, owned by the University of Manchester, is located immediately to the north and is largely disused other than a prayer hall that remains in use. The Site is located to the east of Greenheys Lane and a residential area is located on the opposite side of the road to the west.
- 1.5. The Site forms part of MSP, a strategic employment location as identified in the Manchester Core Strategy (2012) within the Oxford Road Corridor. A subsequent strategy for the Site has been endorsed through Manchester City Council’s MSP Strategic Regeneration Framework (SRF) (2018) and the subsequent SRF Addendum (2023). Both documents represent a material consideration in the determination of the applications.
- 1.6. Consistent with the Development Plan and the SRF, the Proposed Development will provide 17,249 sqm of new flexible office and laboratory space that meets the sector specific requirements of occupiers in the science and technology sectors.
- 1.7. The Proposed Development is expected to create between 730 Full Time Equivalent (FTE) jobs. In particular, the Proposed Development will directly support the vision for MSP as an exemplar urban science park by delivering a high specification Containment Level 2 laboratories, for which there is specific need within the Oxford Road Corridor. As such, the Proposed Development will support the diversification of the economy through growth in high value sectors, such as health, and science and innovation. This is a key strategic policy objective for the Oxford Road Corridor.
- 1.8. The Proposed Development will improve pedestrian safety and connections between MSP and Hulme through the commitment to deliver a new pedestrian crossing across Greenheys Lane. It also includes new and enhanced public realm and improvements to the streetscape along the western edge of the Site through delivery of a biodiverse green wall and boundary.
- 1.9. Overall, as set out in the remainder of this Statement, the Proposed Development will directly support the Council’s strategic objectives for MSP and therefore, in turn, strategic growth objectives for the Oxford Road Corridor.

Description of Development

1.10. The description of the Proposed Development as stated on the Application Form for Full Planning Permission is as follows:

“Construction of a 7-storey building including a full plant level; comprising office and laboratory floorspace (Use Class E); associated cycle parking, hard and soft landscaping, access and servicing and other associated works.”

1.11. An anchor tenant is due to occupy ground floor, mezzanine and first floor, with upper floors being available for occupiers primarily within the life science and healthcare sectors.

1.12. The anchor tenant is an internationally significant health research organisation that will bring substantial direct and indirect socio-economic benefits to MSP and the wider Corridor eco-system, leveraging MSP’s advantages in terms of locational clustering with major knowledge and research institutions. Importantly, securing the tenant at MSP will strengthen Manchester’s Research & Development (R&D) capabilities and world leading reputation for life science and health innovation, catalysing the next phases of development at the park through clustering opportunities

1.13. The proposals comprise two phases as follows, as shown on below Phasing Plan (Figure 1.1):

- Phase 1: Construction compound and removal of up to nine trees to allow access;
- Phase 2: Comprehensive redevelopment of the Site and associated landscaping and access.

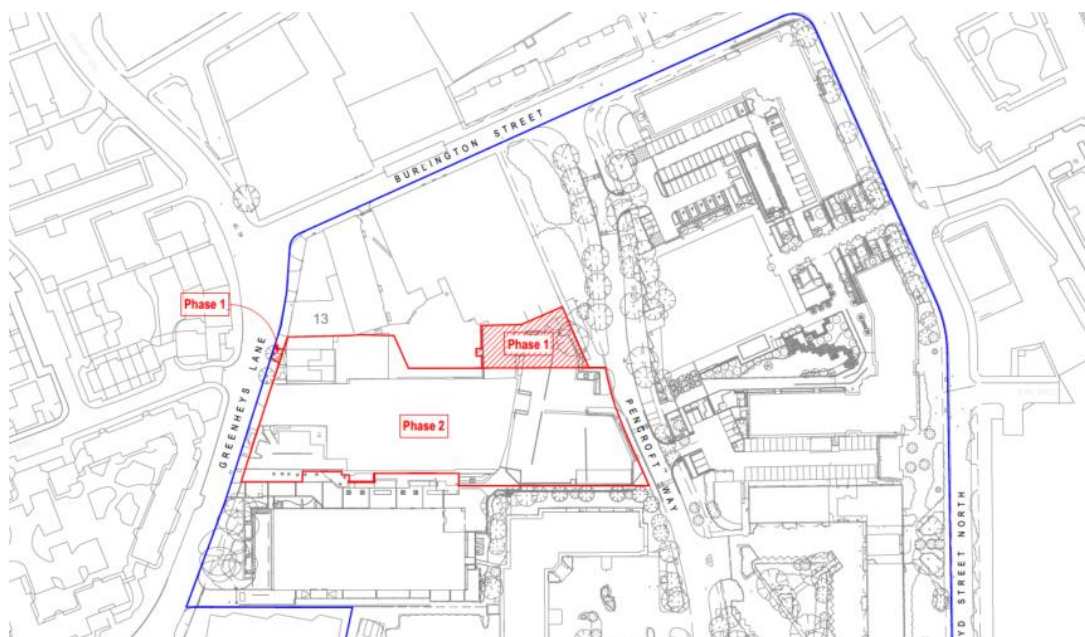


Figure 1.1 Phasing Plan (BDP, 2023)

Pre-Application Consultation

1.14. Prior to the submission of this application for Full Planning Permission, pre-application consultation has been undertaken with key stakeholders, including the Local Planning Authority (LPA), MCC Highways, Environmental Health, Local Ward Councillors, the local community, existing MSP occupiers and other statutory consultees.

1.15. Further details of the pre-application consultations and discussions, together with a summary of how any comments have been considered for the Proposed Development, are contained within the supporting Statement of Consultation, prepared by Deloitte LLP.

The Applicant

1.16. The Applicant is Bruntwood SciTech (the “Applicant”).

- 1.17. Bruntwood SciTech has extensive experience in providing high quality office and laboratory space, supporting a range of science and research uses, and specialist business support which enables companies in the science and technology sector to form, collaborate, scale and grow.
- 1.18. The Applicant currently owns eleven specialist science and technology clusters across the UK, that creates a network of innovation districts across the country. The successful development of these sites demonstrates the Applicant's expertise in delivering successful science parks in the UK.
- 1.19. In April 2012, Bruntwood joined existing MSP shareholders: MCC, the University of Manchester, Manchester Metropolitan University, and Salford City Council, as an investment and development partner for MSP. More recently, Bruntwood's stake in MSP transferred to Bruntwood SciTech Ltd, which is a joint venture partnership with Legal & General Capital. In doing so, MSP has become part of the Applicant's UK-wide network of innovation districts.
- 1.20. Since becoming a shareholder in MSP, the Applicant has delivered the 5-storey Bright Building, providing a hub for innovative digital and tech businesses. More recently, the five-storey Base building completed construction towards the end of 2022, delivering further occupiable space at MSP. Both developments have also significantly improved the public realm environment at MSP and improved connections through MSP for neighbouring communities.

Application Documentation

- 1.21. The application documentation has been prepared in accordance with MCC's Validation Criteria (September 2018). It provides a comprehensive suite of supporting documentation covering submission, determination and post determination stages of the application as follows:
- Application Form and Ownership Certificate – prepared by Deloitte LLP;
 - Covering Letter – prepared by Deloitte LLP;
 - Application Site Boundary and Location Plan – prepared by BDP;
 - Existing and Proposed Site Plans, Sections and Elevations – prepared by BDP;
 - Public Realm Plans – prepared by BDP;
 - Masterplan Context Plan – prepared by BDP;
 - Accommodation / Development Schedule – prepared by BDP;
 - Design and Access Statement – prepared by BDP;
 - Planning Statement – prepared by Deloitte LLP;
 - Statement of Consultation – prepared by Deloitte LLP;
 - Topographical Survey – prepared by N.D. Oliver;
 - Landscaping Strategy – prepared by BDP;;
 - Flood Risk Assessment– prepared by DW Consulting;
 - Drainage Strategy prepared by DW Consulting;
 - Environmental Standards Statement – prepared by Silcock Leedham Group;
 - Crime Impact Statement – prepared by GMP;
 - Transport Statement – prepared by Curtins;
 - Framework Travel Plan – prepared by Curtins;
 - Noise Impact Assessment – prepared by BDP;
 - Ground Conditions Assessment – prepared by NX Consulting;
 - Ecology and Biodiversity Net Gain Assessment, prepared by Tyler Grange;

- Arboriculture Impact Assessment prepared by Tyler Grange;
- TV Reception Survey, prepared by G Tech;
- Air Quality Assessment, prepared by RSK;
- Sunlight and Daylight Assessment, prepared by GIA;
- Outline Construction Management Plan, prepared by Bruntwood SciTech Ltd;
- Local Labour Agreement, prepared by Bruntwood SciTech Ltd;
- Servicing and Waste Management Strategy, prepared by Curtins;
- Ventilation Strategy, prepared by Silcock Leedham;
- Lighting Strategy, prepared by BDP;
- Green and Blue Infrastructure Statement (Appendix 1 of Planning Statement), prepared by Deloitte LLP;
- Lifetime Carbon Assessment, prepared by Silcock Leedham;
- Archaeological Statement, prepared by Salford Archaeology;
- Below Ground Radar Assessment, prepared by NX Consulting; and
- Desktop Wind Microclimate Study, Prepared by GIA.

1.22. The approach to the application documentation has been agreed with MCC as LPA as part of pre-application engagement.

Structure of the Planning Statement

1.23. The remainder of this Statement is structured as follows:

- **Section 2** – outlines the strategic context and highlights the opportunity for the proposed development;
- **Section 3** – provides a description of the Site and surrounding area;
- **Section 4** – describes the form of the application and Proposed Development;
- **Section 5** – provides an overview of the Development Plan and material considerations;
- **Section 6** – provides a planning assessment of the site-specific planning issues; and
- **Section 7** - provides a summary conclusion of the planning application.

2. The Strategic Context

Introduction

- 2.1. The long-term viable reuse of the Site represents an important further step towards delivering the full potential of MSP and will make a significant beneficial contribution to strategic objectives for this key employment location and the Oxford Road Corridor. This Section considers the Site's strategic economic and regeneration context in more detail.

Strategic Context

- 2.2. Manchester has strong credentials as a science city. With strong historic foundations built upon iconic figures like Turing, Dalton, and Rutherford, the city is still at the forefront of science through the work of individuals like Sir Andre Geim and Sir Konstantin Novoselov – discoverers of graphene at the University of Manchester. Manchester was also named European City of Science in 2016; the first UK city to achieve this. This included hosting the EuroScience Open Forum which brought together over 4,500 leading thinkers, innovators, and policymakers from 90 countries to discuss the key issues in contemporary science.
- 2.3. Manchester's centres of excellence in science and research have played a critical role in Manchester's economic growth, and the city is using science proactively to develop its economy – this includes work on advanced materials and graphene. The latter being focused on work within the Graphene Institute and the Graphene Engineering Innovation Campus. Both facilities are at the forefront of the City's future success.
- 2.4. It is estimated that the University of Manchester and Manchester Metropolitan University's research and teaching create in excess of £5.3 billion for the UK economy, £2.1 billion for Greater Manchester and £1.2 billion for Manchester¹. The universities also provide significant 'spill-out' economic benefits, such as through supporting innovation and start-ups whereby research is turned into business growth.

Strategic Vision and Regeneration Principles

- 2.5. The strategic vision for future development in Manchester is well developed through various SRFs covering specific areas and neighbourhoods, which are effective vehicles for place-led regeneration, and through the overarching Manchester Core Strategy (2012 – 2027).
- 2.6. The Site is located within the City Centre Fringe, circa 300m outside the defined City Centre boundary (as defined by Policy CC1 within the Core Strategy). The Core Strategy identifies that the City Centre Fringe should act as a focus of economic growth and is expected to experience further significant employment growth in the coming years through delivery of 25ha office or similar employment development by 2025.
- 2.7. The Oxford Road Corridor is specifically identified within the Core Strategy as a hub containing world-class higher-education institutions, a leading research and teaching hospital complex, and a rich range of cultural facilities – all intertwined with a significant number of additional industries. It is outlined as economically one of the most important areas within Greater Manchester, with more job creation than anywhere else. The successful development of the Oxford Road Corridor is fundamental to driving future economic growth and investment in Manchester.
- 2.8. The following frameworks are also of primary relevance to the Site:

¹MCC Economic Scrutiny Committee 'Contribution of Higher Education Institutions to Manchester's Economy' (November 2021)

- Oxford Road Corridor Strategic Spatial Framework (Corridor SSF) endorsed March 2018: The Corridor SSF sets out the overarching principles for development in the Oxford Road Corridor, which is Manchester's innovation district and a destination with a unique concentration of knowledge business and cultural assets.
- MSP SRF: first endorsed by MCC's Executive Committee in 2014 before being updated in 2018, and most recently through a site-specific Addendum approved in March 2023. The various iterations of the MSP SRF look to build upon the strong foundations currently present within the area to develop a world class science park that maximises opportunities for its tenants while providing significant benefits to the wider community.

2.9. Further details of these strategic frameworks are set out below.

Encouraging the Growth of the Research and Development Sector

- 2.10. With a thriving private sector, the city has attracted more foreign direct investment in the past decade than any other city outside of London². Total take-up for the Manchester City Centre market reached 326,000 sq. ft in Q3 2022. This was 10% above the 2019 total and 23% above the ten-year Q3 average for the market indicating the demand for businesses to locate in the city whilst supply of available office space available is at its lowest on record³.
- 2.11. One significant economic trend in the city has been the growth of the science and technology industry, varying from start-ups to larger more established organisations. The city has come to the forefront of northern innovation and development and is starting to compete with London as the innovation capital of the UK. Manchester was awarded Europe's fastest growing tech city in 2020 attracting £200m in investment the year prior, this has now increased significantly with £532m of investment in 2022⁴.
- 2.12. Increasingly businesses are looking for benefits from agglomeration. Business sectors that are influenced by agglomeration such as science and technology (where entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors are keen to cluster in locations which can provide business and networking opportunities) are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff.
- 2.13. This is a key benefit associated with MSP and the Oxford Road Corridor. These areas are already home to some of the leading and fastest growing science and technology businesses in the UK and the Proposed Development seeks to capitalise upon this and further enhance the benefits created by agglomeration.
- 2.14. Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from clustering. This is particularly prevalent in the digital and creative industries, as well as life sciences and advanced manufacturing; demonstrated by organisations such as Yourgene Health and Zilico who have already chosen to locate within MSP.
- 2.15. The award of Enterprise Zone status for the Oxford Road Corridor has significantly assisted in creating such clusters and has further acted to provide significant new incentives for businesses to locate in Manchester. Economic growth has also been supported by Manchester's expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure, which has deepened labour markets.
- 2.16. Increased private investment within the city, coupled with a growing demand for high quality office space, provides the perfect opportunity to provide additional floorspace within MSP. The Proposed Development responds directly to this opportunity.

² Savills, Manchester Office Market (October 2022), https://www.savills.co.uk/research_articles/229130/334954-0

³ Ibid

⁴ Prolific North (2023), Manchester tech firms raised a record £532m funding in 2022, (Accessed March 2023), Available at: <https://www.prolificnorth.co.uk/news/tech-news/2023/02/manchester-tech-firms-raised-record-ps532m-funding-2022>

Manchester Oxford Road Corridor

- 2.17. Manchester Oxford Road Corridor is Greater Manchester's central business and education district, and one of the largest clusters of health research, practice and commercial development. The Oxford Road Corridor is home to an exceptional group of knowledge intensive organisations and businesses; 74,445 students and a workforce of over 71,700 within one of Europe's fastest growing cities. The area has an internationally significant combination of public and private sector partners committed to bringing forward new investment in academic excellence, research and commercialisation. It is a key driver of, and further opportunity for, accelerated high value-added economic growth in the knowledge economy and therefore enhanced productivity for the City Region. It provides an estimated contribution of £3 billion GVA per annum, consistently accounting for 20% of Manchester's economic output over the last 5 years⁵.
- 2.18. The Oxford Road Corridor is also the focus of higher education within Manchester City Centre, including the University of Manchester, Manchester Metropolitan University and Royal Northern College of Music. The Site is approximately 5 to 10 minutes' walk from all these higher education institutions, highlighting how the wider context of the Site is also centred around research and innovation.
- 2.19. Graduates from Manchester's universities are seen as one of the core assets underpinning a broad based, high skilled economy and the driving force behind some of Manchester's most valuable growth sectors in advanced manufacturing, health and life sciences. Manchester universities have a high retention rate of students, with over 50% of students staying in the city after graduating.
- 2.20. It is also home to Manchester's hospitals and MSP. Its assets include:
- Significant expertise in key enabling technologies, such as nano-technology, micro and nano-electronics, advanced materials and biotechnology, which can be employed to produce the next generation of industrial products.
 - Significant trans-locational capacity, including people, organisations and networks, surrounding the research excellence, which allow the idea to be taken from lab to market.
 - World-leading specialisms in healthcare innovation and advanced materials, including the development of a £61 million Graphene Hub – a global growth opportunity.
 - MSP is a critical asset in the health and life sciences sector.
- 2.21. The presence and substantial investment programmes of major institutions including Manchester Metropolitan University, University of Manchester, Manchester University NHS Foundation Trust (MFT), the Royal Northern College of Music and Bruntwood SciTech's three campuses on the Corridor combined with investment in new research, incubation, science park facilities, important civic buildings, public space and cultural facilities have already established this area as a special place and are important to continue positive development on the Oxford Road Corridor.
- 2.22. Over a ten-year period, committed and planned investment in the Oxford Road Corridor will further reinforce its status as one of the most distinctive and remarkable innovation districts in Europe. Between 2015 and 2025, committed and planned investment of the major institutions alone is estimated at £2.6 billion⁶.
- 2.23. The clustering of existing institutions and businesses on the Oxford Road Corridor make it a primary location for Greater Manchester's future employment growth. Commercialisation of education and healthcare activities in conjunction with private sector partners will deliver high added value economic growth and employment in key sectors, such as science and technology, which will benefit the wider Greater Manchester economy.

⁵ Manchester City Council, 'Oxford Road Corridor' (accessed April 2023) Available at: https://www.manchester.gov.uk/info/500113/city_centre_growth_and_infrastructure/7900/city_centre_regeneration_area/17#:~:text=The%20area%20generates%20%C2%A33billion,provides%20more%20than%2070%2C000%20jobs.

⁶ Corridor Partnership, Corridor Strategic Vision to 2025'

Corridor Strategic Vision to 2025

- 2.24. In 2007, the Corridor Partnership was established to help facilitate new public and private sector investment to generate further economic growth in the knowledge economy. The current vision and plan for the area is set out in the Oxford Road Corridor's Strategic Vision to 2025, which is for the area to become:
- "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"*
- 2.25. The document highlights the need to continue to support the major institutional partners and their investment programmes. In addition, it highlights the need to support the growth of high value added and high growth companies in the private sector, which has the scope to be realised on a significant scale within the Oxford Road Corridor.
- 2.26. Given the important economic advantages and agglomeration opportunities associated with the Oxford Road Corridor, the Partners recognise that it is essential that the finite resources of developable land available are fully utilised including through achieving an appropriate hierarchy of land uses and increased density of development, whilst ensuring that the urban environment remains attractive and sustainable.
- 2.27. Oxford Road Corridor Strategic Spatial Framework (Corridor SSF), endorsed March 2018, was therefore prepared to identify a series of overarching spatial principles for the Oxford Road Corridor as a whole.

The Corridor SSF (2019)

- 2.28. The Corridor SSF was produced in March 2018 on behalf of the Oxford Road Corridor Partnership to accompany the Corridor Strategic Vision 2025. The Corridor SSF identifies potential clusters of activity, including professional services consisting of principally new Grade A office space at the north end of Oxford Road, a mixed-use development zone to the south of Oxford Road Station, creative and cultural focus anchored by HOME at First Street, and educational centres based around University of Manchester and Manchester Metropolitan University.
- 2.29. A key objective is to ensure that decision-making on future planning applications avoids development that will result in unacceptable opportunity costs and missed opportunities to leverage the Oxford Road Corridor's potential to deliver accelerated, inclusive economic growth and enhanced productivity.
- 2.30. As identified within the Corridor SSF, an important consideration is the finite quantum of land and therefore availability of space to grow within the Oxford Road Corridor, which is critical to the realisation of these objectives.
- 2.31. The Corridor SSF acknowledges the important role which major institutions have played in terms of reaching this vision and establishing the Oxford Road Corridor as an important destination, through delivering substantial investment across the estate. The Corridor SSF identifies key principles which are important to achieving its strategic vision and among these is to champion transformational investment and to identify the future potential for underutilised land and buildings or low-quality existing developments to be redeveloped. The Corridor SSF highlights the intention to broaden the benefits of clustering through good quality and legible north-south and east-west connections.
- 2.32. The Corridor SSF acknowledges the need to continue to safeguard existing and future sites for established activity within the Oxford Road Corridor, for example in relation to knowledge creation, transfer and enterprise, student accommodation and activity associated with the operation of the institutions including teaching space, academic research and enterprise.
- 2.33. The enhancement and expansion of MSP therefore 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.

MSP SRF

- 2.34. The MSP SRF was originally endorsed by MCC's Executive Committee in 2014 and an MSP SRF Update was subsequently endorsed in September 2019. A further Addendum was approved in March 2023.
- 2.35. The MSP SRF (2014) was developed to guide MSP forward from its existing strong foundation to become a world-class science park, and set out a vision based on the following principles:
- Creation of an innovation ecosystem, leveraging MSP's advantages in terms of locational clustering with major knowledge and research institutions, the wider economic assets of the City and support from stakeholders, to produce commercially viable products and services, encourage entrepreneurship and drive sustainable economic growth.
 - Transformation of the physical environment, and delivery of a prestigious, iconic science park, which raises the profile of MSP and will appeal to national and international occupiers.
 - Getting the property product right for occupiers – more than a standard office park service.
 - Capitalising on the capacity and scale for expansion – providing modern, flexible units that meet the needs of all occupiers – to ensure that it maximises its contribution to delivery of Greater Manchester's economic strategy.
 - Creating an environment and facilities that provide opportunities to bring people, resources and links together. Delivering an innovation hub, which can be occupied by high value, knowledge-dependent businesses and foster a sense of community.
- 2.36. These principles were underpinned by a recognition that new development would be delivered in a way strengthened linkages between MSP, Hulme and Moss Side, to ensure that the benefits of growth are shared.
- 2.37. Maintaining the core vision and underlying principles for MSP, the MSP SRF Update (2018) set out a refreshed strategy. It recognises that there is scope for the expansion of MSP to be more ambitious, to ensure that the unique opportunity is maximised for the benefit of Greater Manchester, including the local community.
- 2.38. A set of core development principles have been established to help to achieve this aim, which includes the re-use of existing extensive areas of surface car parking and incidental landscaping as an opportunity to significantly enhance the site's environment and sense of place through the provision of new high-quality buildings, landscaping and public spaces.

MSP – Growth and Demand

- 2.39. Since 2014, significant progress has been made including: delivery of the Bright Building as the heart of the park; the delivery of the Base building; development of partnerships and initiatives, including CityVerve, Mi-IDEA and Med-TECH Incubator; supporting infrastructure, including new multi-functional public realm; acquisition of Synergy House; support for a range of training programmes and apprenticeships, including for local schools; and continued business support through events and services.
- 2.40. MSP is now home to more than 120 innovative businesses and the average occupancy continues to remain high at 96.9% (90% where instructions are excluded). Several buildings maintain a 95%-100% occupancy⁷.
- 2.41. The success of these projects show that MSP is moving towards its vision of becoming an exemplar global urban science park. The continued strength of the science, digital and technology sectors and on-going demand from existing customers and potential new occupiers looking to benefit from the agglomeration effects of the Oxford Road Corridor, demonstrate that MSP is still capable of achieving more as the interface between science, research, academia and business.

⁷ Manchester City Council, 'MSP SRF Addendum' (2023).

- 2.42. Factoring in the confirmed availability of potential expansion sites and opportunities for a slightly higher development density where existing buildings are reaching the end of their purposeful life, the MSP SRF (2018) allows for the delivery of an increased quantum of floorspace in a way that is appropriate to the site and will ensure that the potential of MSP is maximised, allowing for an increased density of new development to achieve an overall quantum of circa 1.3m sq. ft of floorspace.
- 2.43. Of critical importance to the 2018 SRF Update is the need to increase the quantum of available space and in so doing create the quality of environment and amenities that re-positions the current MSP offer to meet the requirements of both existing customers and future national and international occupiers.
- 2.44. The next phase of projects includes delivery of workspace designed to meet the requirements of businesses within the key science and technology sectors. This will provide incubation, grow on and high-quality premises for inward investors, spinouts, start-ups and high growth companies. It will also provide public realm and infrastructure to support the collaboration activities that are the basis of the innovation eco-system that has been created at MSP.
- 2.45. Ensuring sufficient availability of potential expansion sites and opportunities for higher development density will ensure that the potential of MSP is maximised.
- 2.46. It is understood when the MSP SRF (2018) was produced, there was no requirement for wholesale redevelopment of the Site, due to the Greenheys building being refurbished in 2014. As such, the MSP SRF (2018) only identifies opportunity for the refurbishment of Greenheys building alongside a new four-storey extension of circa 60,000 sq.ft. at its eastern end, designed to provide commercial space suitable for start-ups.
- 2.47. The MSP SRF (2018) goes on to state more generally that “the height of any new commercial buildings is proposed to be a maximum of 5/6 storeys.”
- 2.48. Principally, the MSP SRF (2018) outlines that development of the Site would respond to an identified demand from occupiers seeking to be located at MSP and at the time of drafting no anchor tenant had been identified.

MSP SRF Addendum (2023)

- 2.49. MSP now has a live opportunity to secure an internationally significant health research organisation which wishes to relocate to a new purpose-built facility within MSP. This occupier presents a live opportunity that will bring significant direct and indirect socio-economic benefits to MSP and the wider Oxford Road Corridor eco-system, strengthening Manchester’s R&D capabilities and world leading reputation for life science and health innovation. Due to the highly specialist requirements of this organisation, the proposals need to meet its distinct high specification requirements, ensuring the scheme is viable and deliverable whilst also being sensitive to the local environment.
- 2.50. The SRF Addendum relates specifically to the Site, currently occupied by the Greenheys building and adjacent car park, located within and to the northwest of MSP. This latest update reflects increased ambitions for the area, following on from the ongoing success of MSP in establishing a world-class science park. The key principles underpinning the March 2014 MSP SRF, and the subsequent 2018 update, are carried forward into the 2023 Addendum, and have been updated to provide a new emphasis on climate change, biodiversity, and green and blue infrastructure.
- 2.51. As outlined in the 2018 SRF, commercial-led mixed-use development on the Site is consistent with the Development Plan.
- 2.52. The Site is of sufficient scale to accommodate a larger building, subject to being designed in the context of the wider MSP SRF Masterplan and other surrounding uses and buildings beyond the SRF boundary.

- 2.53. In the context of the strategic opportunity presented by its relocation, the SRF Addendum identifies the opportunity for an increased quantum and height of development on the Site, subject to being robustly justified in the context of the direct contribution that will be made to the overall vision for MSP, the scale of strategic benefits that will be secured for the Corridor, and demonstrating that localised impacts can be appropriately addressed.
- 2.54. In this context, the scale and massing of building form should respond to its surrounding context, including existing buildings in the surrounding areas, the indicative proposals contained within the MSP SRF (2018), and in the context of the Base and Bright buildings. Any proposed massing would also be required to step-back from Greenheys Lane, consistent with the building line for the adjacent Base building, to provide additional separation from the three-storey residential properties to the west.
- 2.55. The SRF Addendum highlights that a key consideration for any future proposals on the Site is to address the site-wide objectives of the MSP SRF (2018) and to seek to address any impacts on the local area and community.

Manchester – National, Regional and City Region Connectivity

- 2.56. Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to and within the Regional Centre. This increases the City's capacity of its travel to work area (and therefore its pool of labour) and enhances connectivity between businesses. It also makes the city centre easier to get around and a better place to live.
- 2.57. Significant investment has been made in the Metrolink network, for example in October 2022 Manchester's Metrolink fleet was upgraded with 27 new trams as part of a £72m investment into the network to improve connectivity by this mode throughout the city. There is also good access to Manchester Piccadilly Station, Oxford Road Station and Deansgate Station.
- 2.58. In the future, Manchester's connectivity from both a regional and national perspective is set to improve significantly through the development of a new integrated station to accommodate High Speed 2 (HS2) and Northern Powerhouse Rail (NPR), located within Manchester Piccadilly Station. The development of this will see journey times between London and Manchester cut from 2 hours and 7 minutes to 1 hour and 11 minutes, which will facilitate economic growth, unlock key labour markets and enable regeneration of areas as set out in the levelling up bill. Moreover, the Northern Powerhouse Rail project will provide efficient rail connectivity between the North's major economic centres offering faster and more reliable services to facilitate economic prosperity.
- 2.59. In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling, continue to be delivered as part of major regeneration programmes. This is exemplified by the Manchester Bee Network. Unveiled in 2018 as a 10 year plan the Bee Network plans to create 1,800 miles of new routes and 2,400 new crossings across Manchester and Salford⁸.
- 2.60. A key cycle route related to the Proposed Development is the Wilmslow Road cycle route which physically protected from general traffic and runs directly down Oxford Road to connect Rusholme and the city centre. Located just 430m east of the Site this route is highly accessible and encourages increased levels of active transport from the Proposed Development. This enhances connectivity to jobs, education and recreational opportunities for the local workforce and residents.

Summary

- 2.61. The Proposed Development provides an opportunity to bring a key life science anchor tenant to MSP alongside further Grade A office and laboratory space to support growing private investment into the life science and healthcare sectors within Manchester.

⁸ TFGM, The Bee Network (January 2023), <https://beeactive.tfgm.com/bee-network-vision/>

- 2.62. As such, the Proposed Development builds on the strong foundations of science and innovation that have been developed within MSP and the Oxford Road Corridor and seeks to maximise the benefits created from the agglomeration of similar businesses. It responds directly to the consistent vision and ambitions for MSP, as outlined in the successive versions of the MSP SRF, the Oxford Road Corridor and Manchester more widely.
- 2.63. The Proposed Development will provide high-quality jobs to attract the skilled labour coming out of the higher education institutions located within the Oxford Road Corridor.
- 2.64. The Site's accessible location also encourages the use of sustainable transport due to its convenient location in relation to Manchester's active travel network, most notably the Oxford Road cycle route, as well as public transport modes such as the Metrolink.

3. Site Description and Context

Introduction

- 3.1. The Site is located within MSP, a strategic employment location in Manchester's Oxford Road Corridor. 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.

Site Description

- 3.2. The Site comprises approximately 0.67 ha. and occupies land located between and bounded by Greenheys Lane to the west, Pencroft Way to the east, the Base building to the south, and the McDougall Centre to the north. The Site is located within the Hulme Ward.

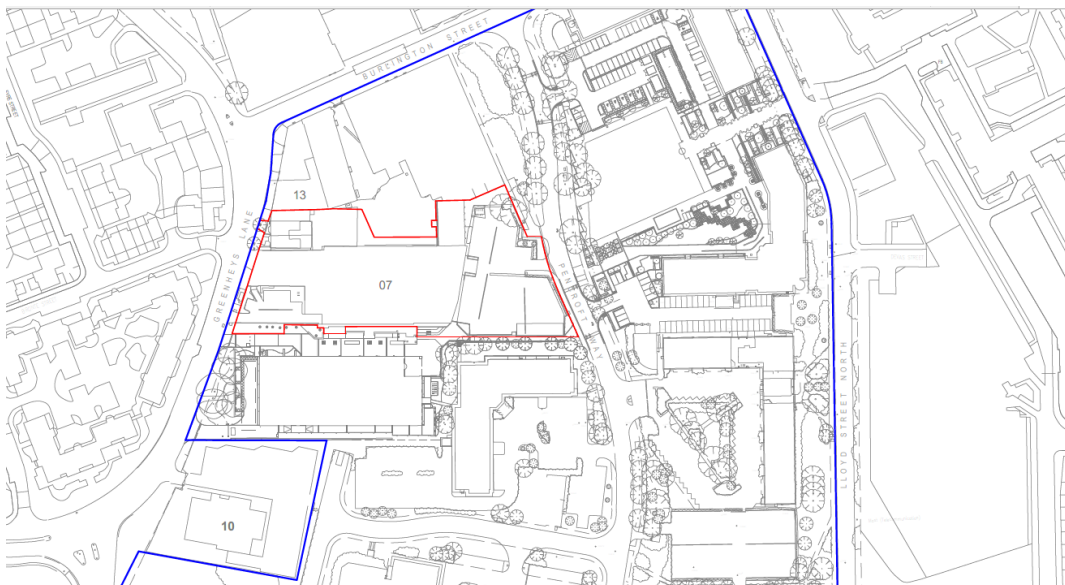


Figure 3.1: Site Location Plan (application boundary edged in red) (Source: BDP)

- 3.3. The Site currently comprises of the Greenheys building; two vacant terrace houses (of which one was in use for hot food takeaway) immediately to the north; a single storey brick building used as a furniture store; surface level car park and highways land.
- 3.4. The current use of the Greenheys building consists of predominantly research and laboratory facilities alongside commercial office use. Formerly located on the Site of a transport depot which was converted in the early 1990s to create a managed workspace consisting of business space and general industrial use alongside the extension of the car parking provision to 60 spaces in total. The existing commercial building consists of a single storey construction to the east elevation and a two-storey building located on the west of the Site. Two terrace houses to the western boundary of the Site face onto Greenheys lane and are now vacant.
- 3.5. The Site includes an existing surface car park to the east and accessed from Pencroft Way. This comprises of 60 spaces to serve MSP customers. A secure cycle store is located to the southeast corner of the Site and comprises 100 cycle parking spaces to serve MSP customers.

- 3.6. A secure service yard is located adjacent to, and accessed off, Greenheys Lane.
- 3.7. In total, there are 15 trees either on Site or with root protection zones within the Site boundary. This includes 3 Category B trees (providing moderate arboricultural quality and value) and 12 Category C trees (low arboricultural quality and value).

Surrounding Land Uses

- 3.8. The McDougall Centre, owned by the University of Manchester, is located immediately to the north and is largely disused other than a prayer hall that remains in use. The Site is located to the east of Greenheys Lane and a residential area is located on the opposite side of the road to the west.
- 3.9. There is also a car repair centre located in the building immediately bounding the terrace houses on the Site.
- 3.10. The five storeys Base building was completed at the end of 2022 and is located immediately to the south of the Site. Base currently comprises ancillary workshops and maker space; however, a standalone application for a Change of Use of Levels 1 and 2 of Base from Use Class E (Office) to F.1a (Education) and Full Planning Permission for associated minor external alterations was submitted to Manchester City Council in February 2023 (pp ref: 136296/FO/2023) and at the time of writing is pending determination. Levels 3 to 5 are proposed to remain as flexible office spaces for a range of creative science and technology companies.
- 3.11. Base also delivered improvements to the public realm at MSP, notably through the creation of a landscaped pedestrian and cycle corridor, located immediately south of the Site's boundary, which provides improved routes through MSP from the neighbouring Hulme community.
- 3.12. The commercial elements of the Base building and the Proposed Development will represent two distinctive and complimentary R&D space offerings for MSP. The Base Building has been constructed to provide office space and workshop space targeted at predominantly small and medium-sized enterprises (SMEs). Conversely, the Proposed Development will deliver Containment Level 2 specification to meet the specific laboratory requirements of future occupiers, as well as meeting wider demand from life science and healthcare occupiers.
- 3.13. Rutherford House, a four-storey office building is located to the southeast of the Site and immediately east of the Base building. The wider MSP site also comprises several further commercial office buildings, including the Bright Building, which opened in 2017.
- 3.14. The area to the west of Greenheys Lane is predominantly residential with three-storey properties along its frontage and predominantly two-storey residential properties beyond this.
- 3.15. Beyond MSP 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 MFT campus is located further east beyond the University of Manchester.
 - Commercial and industrial uses, including a large brewery complex and Greenheys Police Station are located off Moss Lane East alongside a repair garage; and
 - Sport, leisure and cultural uses, including outdoor sports' pitches, and Whitworth Park and Art Gallery.

Environmental Designations

Flood Risk

- 3.16. As with the majority of central Manchester, the Site is located within the Conurbation Core Critical Drainage Area.

- 3.17. The Site is within Flood Zone 1, which means it is within an area at low risk of flooding from rivers or the sea without flood defences, or from the Corn Brook River culvert which flows underground alongside Greenheys Lane, as advised by the Environment Agency. The Proposed Development is to have a ground floor level approximately 700mm above the 1 in 1000 year flood level for the Site.

Air Quality

- 3.18. The Site is located within the administrative area of MCC. MCC currently has one Air Quality Management Area (AQMA) declared, which is the Greater Manchester Combined Authority AQMA, covering the 10 districts of Greater Manchester, including arterial routes, district centres and airport.
- 3.19. The Site is outside of the AQMA; however, it does adjoin the area, the boundary for which runs along Greenheys Lane.

Ecology

- 3.20. The Site has no statutory or non-statutory designation for nature conservation and no statutory protected sites lie on the Site or immediately adjacent to the Site boundary. There is one European designated Site within 10km of the development, Rochdale Canal Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC). However, there are no nationally designated or non-statutory designated sites within 2km of the Site. The Site is not considered to be functionally linked to any statutory or non-statutory designated ecological or wildlife site. All designated sites are sufficiently distant and not directly connected to the Site as to avoid any adverse impacts from the Proposed Development.
- 3.21. An 'extended' Phase I Habitat Survey was undertaken on 11th October 2022. Habitats within the Site, namely the hardstanding, introduced shrub and buildings, are all considered to be of negligible ecological importance, however some of the buildings may support bats which are a protected species. The scattered trees on-site are of local ecological importance.
- 3.22. The Site is considered to provide limited foraging habitat for bats due to the limited amount of on-site vegetation, partnered with the largely hardstanding nature of the Site. Furthermore, the surrounding habitat is considered to provide similar sub-optimal foraging and commuting habitat for bats, due to the abundance of residential and industrial habitat. However, further Nocturnal Bat Surveys will be carried out prior to demolition of the buildings and structures and removal of trees on the Site. This will be submitted as part of the Prior Approval of Demolition application and will identify and characterise any bat roosts present.

Ground Conditions

- 3.23. A Phase 1 Ground Conditions Report has been prepared by NX Consulting and submitted in support of this application. Ground conditions anticipated on the Site are likely to comprise a shallow cover of made ground overlying clay glacial till and glaciofluvial sand and gravel. A perched and discontinuous groundwater regime may be present locally within the made ground soils beneath the Site, and within the glaciofluvial deposits. General redevelopment of the Site and surrounding area which may have been a source of imported, potentially contaminated made ground.
- 3.24. The Site and adjacent property are not affected by known faulting. No unstable slopes, or significant induced surface settlements were observed during a recent inspection. Although the Site lies within a coal mining reporting area, as defined by the Coal Authority, the property is not considered to be at significant risk from historical coal mining legacy issues. The Site is not considered to be at significant risk from the historical mining of other minerals. Other ground subsidence categories are listed as having a very low to negligible risk.
- 3.25. No current or historic landfill Sites/waste related industry or areas of recent infilling/upfilling have been identified in close proximity to the Site. Given the history of the Site and surrounding area, the risk from hazardous ground gas is Low and the property is not located in a Radon Affected Area, as less than 1% of properties are above the Action Level.

Unexploded Ordnance (UXO)

- 3.26. The regional unexploded bomb risk map from Zetica indicates that the Site is in an area at moderate risk from possible UXO resulting from the Second World War. A detailed UXO Risk Assessment Report compiled by 1st Line Defence in May 2019, for the adjacent Base building development, shows an area of cleared ground; which may be indicative of WWII bombing. The indicative UXO risk has been identified as moderate.
- 3.27. A Detailed Unexploded Ordnance Desktop Threat Assessment of the Site has been carried out by DW Consulting and is submitted alongside this application.

Archaeology

- 3.28. An Archaeology Assessment has been undertaken by Salford Archaeology and is submitted with this application. The Site is located within Central Manchester, which is a densely populated area. Historical mapping indicates that the property has been developed pre-1848 where it comprised terraced housing, associated roads and landscaped areas and latterly Park Mews.
- 3.29. The assessment concludes that the Site has the potential to retain buried remains of 19th-century villas, double-depth houses, ornamental gardens and the back yards of workers' houses. Any such remains that do exist within the Site are likely to be of low (local) significance

Heritage

- 3.30. There are no conservation areas within the immediate vicinity of the Site, the nearest being Victoria Park circa 850m away.
- 3.31. There are also no listed buildings within the immediate vicinity of the Site or within a 250m radius of the Site. When drawing a radius of 500m from the Site, there are a total of 12 Listed Buildings that are identified.
- 3.32. The nearest listed asset to the Site is Burlington Rooms (Schunk Laboratories, Manchester University) and Attached Railings, located approximately 270m to the east of the Site. The following buildings are located within a 500m radius of the Site:
- Roman Catholic Church of the Holy Name of Jesus (Grade I);
 - Manchester Museum Extensions (Grade II);
 - Burlington Rooms (Schunk Laboratories, Manchester University) and Attached Railings (Grade II);
 - Waterloo Place (Grade II);
 - Victoria University of Manchester including Christie Library, Whitworth Hall (Grade II*);
 - Christ Church (Grade II*);
 - 323-7, Oxford Road (Grade II);
 - Manchester University Rutherford Building and Hopkinson Memorial Wing (Grade II);
 - Pharmacy Department, Department of Adult Education, University of Manchester (Grade II);
 - Samuel Alexander Building (Grade II);
 - Manchester University Laboratories (Grade II); and
 - Former Department of Metallurgy, University of Manchester, And Attached Railings (Grade II).
- 3.33. Due to the scale and massing of the Proposed Development, the density of the surrounding urban townscape, and the distance between these assets and the Site, it is considered that there will be no impact on the setting of these assets because of the Proposed Development.

Site Accessibility

- 3.34. MSP is within a 15-minute walking distance of all the services and facilities offered by Manchester City Centre including retail space and entertainment spaces such as restaurants and leisure activities. The Site is within a 10-minute walk of the Oxford Road Bus Corridor, one of the most heavily used bus routes in Europe. 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.
- 3.35. Oxford Road Station is a key public transport hub located within a 20-minute walk of the Site. It provides direct and frequent services throughout the day and into the evening to Manchester Airport, Leeds, Liverpool, Newcastle and Nottingham. It is also an important local commuter station carrying several services, particularly from South Manchester. Residential areas such as Alderley Edge, Wilmslow, Cheadle Hulme, Stockport, Levenshulme and Ardwick are all linked along this railway line.
- 3.36. Manchester Piccadilly Station is located within a 30-minute walk of the Site and provides high quality waiting, shopping and business facilities for rail passengers. Piccadilly Station is the main rail hub for the North West, with frequent and rapid services throughout the day and evening (with a service approximately every 20 minutes) between Manchester and London with average journey times of only 2 hours 10 minutes.
- 3.37. MSP is connected to St Peter's Square and Manchester Piccadilly Metrolink Stop via the Oxford Road bus corridor. Tram services generally operate until midnight during the week and 1am at weekends. During peak periods 10 trams run each hour, with 5 per hour in the off peak. Lines run to Manchester Airport, Ashton-under-Lyne, Altrincham, East Didsbury, Eccles, MediaCity:UK, Rochdale, Oldham and Bury.
- 3.38. Cycling is an increasingly popular mode of transport and is an effective mode for short trips. There are several dedicated cycleways along some sections of Greenheys Lane and Higher Cambridge Street and advanced stop lines for cyclists at several junctions surrounding the Site.
- 3.39. 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. It has been through a major renovation as part of the Bus Priority Package in 2016, with upgrades including introduction of separated 'Dutch style' bike lanes. where a safe, segregated cycle route has been implemented on both sides of the carriageway. The National Cycle Route 6 is also located to the west of the Site can be accessed directly off Greenheys Lane. Beryl is a Manchester wide bike hire scheme introduced in 2022, which offers pay as you ride bike hire, with collection and return points throughout the city. A hire/ return point is located off Pencroft Way point (c. 150m from the Site), and has capacity for 11 bikes, with additional hire/ return points located throughout the University Campus.
- 3.40. 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. There is an opportunity to build on the successful public realm initiatives at MSP and the University of Manchester that have improved east-west connections for the local community from Hulme and onwards towards Oxford Road. This includes that delivered at Brunswick Park and at the Base and Bright buildings at MSP.
- 3.41. 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.

Planning History

- 3.42. A review of the planning history for the Site using Manchester's Public Access system has revealed one historical planning permission for the Greenheys Building relating to conversion of former transport depot to managed workspace (business and general industrial use) including alterations to the building and extension of car park to provide 61 car parking spaces LPA Ref. 033381 (approved March 1989).

4. The Proposed Development

- 4.1. This Section should be read in conjunction with the submitted application drawings and Design and Access Statement, prepared by BDP Architects. It provides a summary of the Proposed Development.

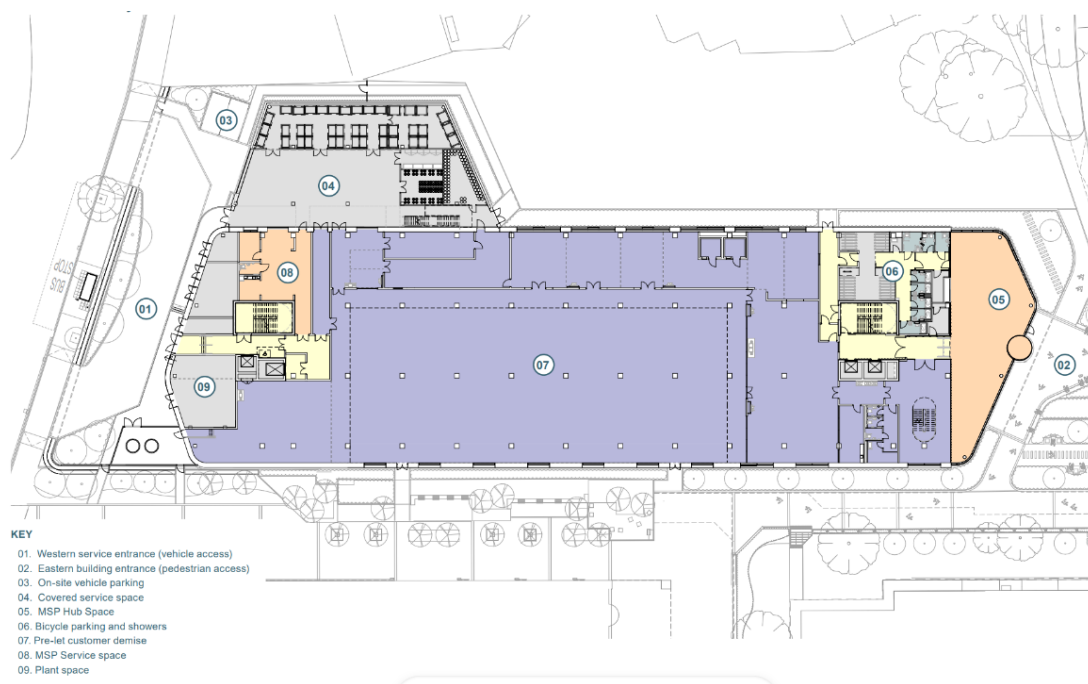


Figure 4.1: Proposed Site Plan (Source: BDP)

- 4.2. The Proposed Development will deliver a new building comprising six occupiable floors with level of plant above, alongside associated cycle parking, highways access and landscaping.
- 4.3. It represents a unique opportunity to support the relocation of an internationally significant health organisation into the Oxford Road Corridor, alongside further Grade A office and laboratory space to support growing private investment into the life science and healthcare sectors within Manchester.
- 4.4. The Proposed Development is a result of a detailed design evolution process, including detailed site and contextual analysis, technical assessments, and feedback from the local community and other key stakeholders, including through a process of public consultation.
- 4.5. Since 2014, the first two phases of the MSP SRF Masterplan, the Bright Building and Base, have been delivered. The latter included the delivery of a new east to west pedestrian route from Greenheys Lane. Prior to the submission of each planning application, the Applicant has engaged with the local community and a range of key considerations. The feedback received from these consultation processes has informed the design development of the Proposed Development.
- 4.6. The layout and design objectives for the Proposed Development have therefore been informed by both the requirements of future occupiers, but also by the need for the building to positively support the local area.

- 4.7. In response to feedback received across these previous stages of consultation, notably for the Base building, and direct engagement for the Site, the Proposed Development includes the delivery of a pedestrian crossing across Greenheys Lane. The crossing seeks to respond to local feedback and improve access and safety for users of the Site and the local community. It also supports the consistent objectives of the MSP SRF to enhance pedestrian and cycle connections with surrounding areas.

Use and Amount

- 4.8. The Proposed Development will deliver a new commercial building comprising six occupiable floors with a level of plant above, to facilitate ground-breaking research in the life sciences sector. Life sciences means the study of biology and technology to improve health. This is a broad definition and it includes a variety of company types including pharma and therapeutics companies that are developing treatments and vaccines to deliver improved healthcare.
- 4.9. The proposed Greenheys building will conform to strict Containment Level 2 specification, to enable biological matters (such as genes) to be studied in safe and contained environments. As a CL2 specification building, both the building and future occupiers will be required to comply with industry protocols to maintain the highest health and safety standards. The building will not contain any form of animal testing facilities.
- 4.10. The building has been designed to be home to an internationally significant customer within this sector, which will provide valuable resources to facilitate research and development of both commercial organisations and academic institutions. The tenant will provide an unparalleled resource and will be a key addition to the growing ecosystem across the Oxford Road Corridor.
- 4.11. Life Sciences companies expected to be based in the upper floors of the building will benefit from co-locating with the anchor tenant and could include those exploring new means of creating diagnostic tests or prototypes, for example the white plastic tests you'll likely now be familiar with used to test for Covid-19. They may also focus on developing new targeted treatments, or they might study DNA to understand how genetic factors play a role in the development of common infections.
- 4.12. **Table 4.1** sets out the parameters of the Proposed Development:

Table 4.1 – Development Quantum

Parameters for Proposed Development	
Commercial Floor space Class E (GIA)	17,249 sq. m (GIA) commercial floorspace within Use Class E NIA – 12,116 sq. m GEA – 18,137 sq. m
Height	6 occupiable floors, plus a plant level above
Cycle Parking	60 cycle parking spaces within the building
Car Parking	2 Car Parking Spaces within the service yard (not for use by occupiers or visitors) Parking for occupiers and visitors will be provided as part of wider MSP parking Strategy with 131 spaces for occupiers being allocated across MSP, as detailed within the Transport Assessment prepared by Curtins and submitted in support of the planning application.

A separate Application for Planning Permission is submitted concurrently with this application to extend the use of the existing surface car park at Denmark Road for a further five years. The 157 spaces at Denmark Road are required to provide visitor parking for the Proposed Development and spaces for visitors and customers for MSP as a whole. Denmark Road acts as an interim solution until this next phase is delivered and a multi-storey car park will act as an enabler for the delivery of the future vision for MSP.

Layout

- 4.13. From Ground Floor to Level 6, the Proposed Development comprises occupiable floorspace. Level 7 comprises plant space only.
- 4.14. The Proposed Development steps back from Greenheys Lane, consistent with the building line for the adjacent Base building, to provide an increased separation distance of c.40 metres between the building's main façade and the nearest residential buildings.
- 4.15. The main entrance will be to the east of the building, facing the Bright Building. A new entrance piazza is designed to welcome users to the building.
- 4.16. At the west elevation a boundary wall encloses the servicing area to mitigate any potential impacts on Greenheys Lane from the servicing operations. The servicing area will be partially enclosed and include landscaping and trees, and the boundary wall is treated with an extensive green wall, to enhance biodiversity across this frontage and provide an attractive interface with Greenheys Lane.

Scale and Massing

- 4.17. The Proposed Development rises to seven storeys in total, which includes one level of plant on the roof. It will provide purpose-built lab and office space for businesses working within the life science and healthcare sectors. The proposed scale and massing responds to the strategic opportunity presented in the endorsed MSP SRF Addendum (2023) and is proposed with consideration for the surrounding context, including existing buildings in the surrounding areas, the indicative proposals contained within the MSP SRF Addendum (2023) and the nearby Base and Bright buildings.
- 4.18. The proposed scale and massing is the result of a robust options process to ensure the delivery of a viable development that meets the anchor tenants brief, whilst minimising the potential for impacts on the neighbouring uses.
- 4.19. The design team have refined the floor-to-floor height at each of the upper storeys which has resulted in an overall reduction in building height of 2.3m in response to feedback received at the public consultation event. The proposal now provides the minimum workable dimension between slab level and soffit level within each of occupiable and plant spaces.

Appearance and Materiality

- 4.20. Façade composition to the upper levels of the development comprises an anodised curtainwall system with horizontal ribbon windows. The horizontal and vertical fenestration provide modelling and solar shading in conjunction with solar control glass units. The uppermost element is formed as an anodised rainscreen system, with perforated pattern at the eastern and western extents of the building.
- 4.21. At the ground and first floors, the 'green wrap' of the building facade around the base of the building comprises a fully irrigated planted green wall system (primarily to western elevation) and a vertically grown planted wall utilising a stainless-steel wire climbing system, fixed through an anodised aluminium rainscreen system (primarily to southern and northern elevations). This builds on the site-wide 'layered' landscaping strategy, which will improve the quality of streetscape and key routes through the Site.

Landscaping Strategy

- 4.22. A key ambition for the various iterations of the MSP SRF is to improve the public realm and enhance pedestrian connections through the site and towards the surrounding neighbourhood; notably between Oxford Road and the communities of Hulme and Moss Side to the west and south. The Proposed Development therefore includes new landscaping, and a variety of measures to enhance biodiversity on the Site.
- 4.23. The hard landscaping materiality will be designed to integrate the Proposed Development with the Bright Building and Base, using the same palette of modular concrete paving, with character distinction created through feature paving within the proposed entrance piazza to highlight it as a key destination. Integrated seating will create a comfortable and welcoming space, and resting points, encouraging pedestrians to rest and socialise within the space.
- 4.24. The Proposed Development and landscaping will enhance the Site's visual relationship with its immediate surroundings. Along the southern boundary, the Proposed Development will link into the existing east to west pedestrian connections adjacent to the Base building. As part of the new landscape design for Base, an improved pedestrian connection has been created to the north of the Site, linking Pencroft Way to the east, with Greenheys Lane to the west, and providing an active movement spine into the heart of MSP. The Proposed Development will introduce additional planting along the south elevation, at the boundary with this route, including tree planting, climbing plants, and green walls.
- 4.25. Green walls will also be included along the west and southern boundaries, and to the northern edge climbing plants will be introduced, which will soften the Proposed Development into the Site, creating an attractive boundary edge and address to Greenheys Lane, whilst enhancing the Site's biodiversity value.
- 4.26. The Proposed Development aims to retain as much vegetation as possible, however, to facilitate the Proposed Development three trees are required to be removed. These will be removed as part of the demolition phase of works applied for under a separate application for Prior Approval of Demolition submitted concurrently with this application.
- 4.27. To mitigate this, the Proposed Development includes for the planting of 27 trees, representing a replacement ratio well exceeding MCC's preferred 3:1 ratio.
- 4.28. Further native species planting is proposed to be incorporated into the Proposed Development, through a detailed landscaping strategy.
- 4.29. A Biodiversity Net Gain Assessment of the Proposed Development has been undertaken by Tyler Grange and is submitted as part of this application. This evidences that the Proposed Development is expected to create a biodiversity net gain of 4695.67% on the existing biodiversity on-site.

Lighting and Signage

- 4.30. An external building lighting scheme has been designed by BDP, and is contained within the design and Access Statement. The scheme will be complementary to the architectural design and work harmoniously with the landscape.
- 4.31. Lighting is also proposed within the public realm to identify and illuminate the main pedestrian routes and provide a safe environment, including along the pedestrian route to the south of the Site. Feature lighting will also be selectively used to enhance the visual appearance of specific elements of the landscaping.
- 4.32. All lighting has been designed to be of benefit to the Site, whilst minimising light spill to the neighbouring uses.
- 4.33. Wayfinding and estate signage will be addressed through separate applications in due course.

Access

- 4.34. The Proposed Development has been designed to be legible, easy to navigate and accessible by all users. Level access is provided into the building and all primary pedestrian access points to the building will be via a new level access pedestrianised space off Pencroft Way, leading directly to the entrance lobby of the building. All pedestrian levels will be DDA compliant in accordance with Building Regulations Approved Document Part M.
- 4.35. To the west, the vehicular access point from Greenheys Lane will be retained. This access will be used by servicing vehicles only. The two entry points to the service area along Greenheys Lane will be accessed through controlled sliding gates. Controlled pedestrian gates facilitate access and egress by foot, albeit the principal entrance to the Proposed Development for general access / egress is to the east elevation.
- 4.36. To accommodate the new access points at the west elevation an existing tree on the pavement will be removed and replaced further to the south of Greenheys Lane. The existing bus stop will be repositioned between the two gated entry points. The bus stop will remain in operation throughout construction and will be moved only slightly north of its existing location.
- 4.37. In addition, a new pedestrian crossing on Greenheys Lane is proposed. The precise location and form of the crossing will be subject to further detailed design and consultation with MCC Highways and agreed via an application under Section 278 of the Highways Act 1980.
- 4.38. To the north of the development is a planted border, with a 6m wide paved maintenance zone to facilitate occasional access by service and emergency vehicles. As part of future development to the site to the north, this route will be widened or pedestrianised.

Waste and Servicing

- 4.39. The revised access has been tracked by Curtins and the swept-path diagrams are included within the Transport Statement. The proposed location and form of the servicing area has been subject to a process of detailed options analysis to minimise any associated highways and amenity impacts.
- 4.40. The proposed service area is located at the western end of the building, consistent with the current arrangements. Whilst a larger service area is proposed to accommodate the size of delivery vehicles, most service operations will be enclosed within the internal servicing area located on the northwest corner of the building. By internalising service operations, the Proposed Development seeks to minimise associated noise impacts for nearby residents. The service bay will include two access points, enabling one way movement of vehicles through the Site and reducing the need for manoeuvring.
- 4.41. Future servicing arrangements are set out in the Waste Management Plan prepared by Curtins, which will ensure sufficient capacity for vehicle movements to safely enter and exit the Site and cater for other road users, including pedestrians and cyclists. In this context, the Proposed Development will:
- Enable service vehicles to enter and access the Site whilst ensuring the safety of all other road users
 - Ensure servicing requirements are subject to a robust management plan, keeping vehicle movements to a minimum. The service area will typically be operational between 7am and 5pm
- 4.42. The proposals have been discussed with the Local Highways Authority, who are supportive in-principle of emerging designs and servicing arrangements, and all details will be included in the planning application. The Waste Management Strategy is supported by vehicle tracking studies demonstrating that the new servicing area is sufficient for the proposed access arrangements.

Car Parking

- 4.43. There are currently 60 visitor spaces on the Site and the Proposed Development will result in the net loss of 58 on-site parking spaces, with two car parking spaces provided within the servicing area accessed from Greenheys Lane.

- 4.44. The proposals are forecast to require provision of 131 additional parking spaces to meet future occupier demands. The Applicant has confirmed that there is sufficient capacity across the existing MSP Site (not including Denmark Rd) to accommodate the 131 spaces required.
- 4.45. A separate application to extend the use of the 157-space temporary surface car park at Denmark Road for a further temporary period of five years is submitted concurrently with this application. The Denmark Road Car Park is required to accommodate the visitor parking requirements for MSP and the Proposed Development and provide spaces for MSP customers for occasional use.
- 4.46. At the time of writing, there are 13 bays for disabled people across the MSP campus, 5 of which are located in close proximity to Greenheys, at the Bright building. All of these disabled spaces would be available to Greenheys customers. Visitors will be directed to pay and display at Denmark Road.

Cycle Parking

- 4.47. There are currently 100 cycle spaces on Site, which will be relocated within MSP.
- 4.48. The Proposed Development includes the provision of a total of 60 cycle additional parking spaces. The cycle store is proposed to be located to the eastern side of the building, and accessed via the new public 'piazza'. Shower facilities and lockers are proposed to be located adjacent to the cycle store, to encourage travel via sustainable modes of transport.

5. Planning Policy and Guidance

- 5.1. This Section outlines the planning policy framework which forms the basis for the consideration of the development proposals. This will be examined at a national, regional and local level.
- 5.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:
- “If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.*
- 5.3. Accordingly, where relevant to determination of the planning application, Sections 5 and 6 of this Statement considers the Proposed Development against the policies and guidance set out in the documents detailed below.

Adopted Local Development Plan

- 5.4. The Local Development Framework is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. Within this context the adopted Local Plan for Manchester comprises:
- Saved Policies of the Manchester Unitary Development Plan (2005) (“the UDP”);
 - Manchester Core Strategy (2012);
 - Manchester Proposals Map (2012);
 - Greater Manchester Joint Waste Development Plan Document (2012); and,
 - Greater Manchester Joint Minerals Plan (2013).
- 5.5. Only the UDP and the Core Strategy (including the Proposals Map) are of relevance to this application.

Saved Policies of the UDP (1995)

- 5.6. The UDP was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced, however, several policies were saved on 11 July 2012 and remain extant. Where relevant, UDP Saved Policies have been considered within Section 6 of this Statement.

Manchester Core Strategy (2012)

- 5.7. The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.
- 5.8. The Core Strategy identifies broad development requirements and spatial locations for delivering new development over the plan-period. It identifies an opportunity for the city centre fringe as a major economic driver and centre of employment. It emphasises the importance of the city centre fringe in expanding the city’s economic performance and the role it will place in spreading the benefits of economic growth.

- 5.9. Policy CC1 Primary Economic Development Focus: city centre and fringe confirms that the City centre is expected to accommodate 33ha of office or similar employment development, whilst the City Centre Fringe (including MSP) will deliver 25ha. In addition, Policy CC1 supports the provision of a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities that support the development of a vibrant employment location that is attractive to businesses and visitors.
- 5.10. Priorities for ensuring continued economic growth include:
- Improving access to jobs for all via public transport, walking and cycling;
 - Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use; and,
 - Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses.

Material Considerations

National Planning Policy Framework (NPPF) (2021)

- 5.11. The NPPF (revised version published July 2021), sets out the government's planning policies for England and how these are expected to be applied.
- 5.12. At the heart of the NPPF lies the 'presumption' in favour of sustainable development; the golden thread running through plan-making and decision taking (paragraph 11). The NPPF notes there are three dimensions to sustainable development; economic, social and environmental.
- 5.13. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring a sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating well-designed, beautiful and safe places, with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment.
- 5.14. The NPPF confirms the government's commitment to ensure the planning system does everything in its power to support economic growth and not act as an impediment to it. Paragraph 20 requires local planning authorities to plan proactively to meet the development needs of business to support the modern economy, and Paragraph 21 emphasises that planning should not over-burden investment in business and should seek to address potential barriers to investment.
- 5.15. The NPPF supports the commitment to ensuring economic growth in order to create jobs and prosperity, building upon the country's inherent strengths and meeting the challenges of a low carbon future. Section 6 discusses the need to 'build a strong, competitive economy'.
- 5.16. It identifies the need for local planning authorities to support existing business sectors, by helping to create "conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development" (Paragraph 80).
- 5.17. Paragraph 124 notes that good design is a key aspect of sustainable development and should contribute positively to making places better in which to live and work and helps to make development acceptable to communities.

National Planning Practice Guidance (NPPG)

- 5.18. The NPPG was published in March 2014 and is regularly updated. The NPPG sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource.

- 5.19. The NPPG stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or spaces that work well for everyone, look good, last well and will adapt to the need of future generations.
- 5.20. The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design.
- 5.21. The NPPG also sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.

National Design Guide

- 5.22. The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the government's planning practice guidance and was created to outline key characteristics that make well-designed places.

The Corridor SSF (2018)

- 5.23. The Corridor SSF was produced to accompany the Corridor Strategic Vision to 2025 and provides a set of spatial principles to support the Corridor Partnership's strategic objectives, an important consideration is the finite quantum of land and therefore availability of space to grow within the Manchester Oxford Road Corridor, which is critical to the realisation of these objectives.

MSP SRF Update (2018) and Addendum (2023)

- 1. The MSP SRF was originally endorsed by MCC's Executive Committee in 2014 and was subsequently updated in 2018. An Addendum relevant to the Site was endorsed by MCC's Executive Committee on 22 March 2023.
- 5.24. The MSP SRF (2018) and the Addendum (2023) have been developed to guide MSP forward from its existing strong foundation to become a world-class science park, which can maximise the agglomeration opportunities from the Oxford Road Corridor and share the benefits of this with surrounding neighbourhoods.

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance

- 5.25. The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well designed, and well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.
- 5.26. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection, GD04 Waste Storage and Collection Guidance for New Developments and GD05 Planning and Noise. The Planning and Noise technical guidance was later updated in June 2022 by MCC.

Design for Access 2

- 5.27. The Design for Access 2 Manual was published in January 2003, it provides a practical guidance to inclusive design. It requires developments to be fully inclusive and accessible and the Council's vision is for Manchester to be recognised as the most accessible City in Europe. MCC recognises that inclusive design needs to take account of cross-impairment and community-based issues.

- 5.28. The Council will expect developers to comply with the standards detailed in its 'Design for Access 2' Manual, and to produce an access statement, which identifies the philosophy and approach to inclusive design. However, this should also be balanced against new guidance and give consideration of buildings regulations.
- 5.29. Information of how the Proposed Development has been designed to respond to the requirements of Design for Access 2 is contained within the DAS submitted in support of this planning application.

Manchester's Green and Blue Infrastructure Strategy (2022)

- 5.30. MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. The vision for green and blue infrastructure in Manchester is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the City.
- 5.31. Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The Strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality-of-life people expect and enhancing the City's global image as a place in which to live, work and invest.
- 5.32. The Strategy was later updated in 2022, with a new Implementation Plan being developed, highlighting approaches, challenges and projects that will help bring the strategy to life over the coming years.
- 5.33. A summary of how the Proposed Development responds to the strategy is provided in **Appendix 1** of this Statement.

Manchester Climate Change Framework 2020-25 (2022)

- 5.34. The Climate Change and Low Emissions Implementation Plan (2016-2020) is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps that will be taken to become energy-efficient and investing in the natural environment to respond to climate change and to improve quality of life.
- 5.35. On 13th March 2019, MCC fully endorsed the Zero Carbon Framework 2020-2038, outlining how Manchester can meet its aim to be a zero-carbon city by 2038. Areas for action in the Manchester Zero Carbon Framework (2020-2038) Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.
- 5.36. In addition, the Council developed a Climate Change Action Plan 2020-2025 to ensure that all aspects of the Climate Emergency Declaration were converted into clear actions with tonnes of CO2 savings included where applicable.
- 2. In August 2021 the Manchester Climate Change Partnership adopted and endorsed a roadmap to net zero carbon for new buildings within Manchester. The Partnership is a task force made up of private, public and third sector representatives and has been developed collaboratively with MCC. The roadmap sets out that all new buildings in the city should be net zero carbon from 2038.
- 5.37. Whilst the roadmap is not planning policy, it has been indicated by MCC that the roadmap may be considered as part of the new Local Plan.

City Centre Transport Strategy (2021)

- 5.38. A City Transport Strategy to 2040 was endorsed by MCC's Executive on 17 March 2021 and Salford City Council's Regeneration Committee on 22 March, before being fully ratified by the Greater Manchester Combined Authority on 26 March 2021.

- 5.39. The strategy presents an overarching vision for a well-connected, zero-carbon city centre at the heart of the North, offering residents, employees and visitors a great place to work, live in and visit.

Emerging Wider GM Planning Policy

Places for Everyone 2021 (Draft)

- 5.40. A period of public consultation has closed with regards to the Draft 'Places for Everyone' Plan which ran between 9 August 2021 and 3 October 2021. The Plan was submitted to the Secretary of State for examination on 14 February 2022 with all the supporting documents / background evidence and any representations received during this final stage of consultation. An Inspector has been appointed to undertake an independent examination of the plan, with hearing sessions held over January, February and March 2022. Resolution to action points raised through these sessions are ongoing at time of writing. It is expected that the plan will be adopted by the local authorities in 2023.
- 5.41. Whilst the plan has not been adopted, as it is currently subject to ongoing examination, matters against which objections have not been raised do carry some weight in the determination of planning applications. As noted in paragraph 48 of the NPPF (2021), the more advanced an emerging plan preparation, the greater the weight that may be given to it by the local authority.
- 5.42. The Draft Plan states that the Plan Area (9 of the 10 Greater Manchester Authorities excluding Stockport) should deliver at least 1,900,000 sqm of accessible new office floorspace over the period 2021 – 2037 (Policy JP-J 3). This will be achieved through utilising the diverse range of employment sites and accessible premises existing in the Plan Area to provide opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand and large-scale inward investment (Policy JP-J2).
- 5.43. Policy JP-J 1 of the Draft Plan recognises the importance of developing high value clusters in prime sectors such as advanced manufacturing, digital and cyber, health innovation, including life sciences, low carbon goods and logistics. Furthermore, it highlights that the Plan Area needs to foster an environment that boosts the economic opportunities from the global transition to a low carbon economy whilst providing high quality, sustainable living environments helping to attract and retain skilled workers.

6. Consideration of Proposed Development

- 6.1. This Section assesses the Proposed Development against the policies in the Development Plan and in relation to the key planning considerations of relevance to this application.

Principle of Development

Relevant policies, material considerations and guidance:

Planning Policy:

- Core Strategy Policy SP1 – Spatial Principles
- Core Strategy Policy EC1 - Employment and Economic Growth
- Core Strategy Policy EC3 – The Regional Centre
- Core Strategy Policy CC1 – Primary Economic Development Focus: City Centre and Fringe
- Core Strategy Policy EC8 - Central Manchester

Other Considerations and Guidance:

- Places for Everyone Policy JP-Strat 1 - Core Growth Area
- The Corridor SSF
- MSP SRF (2018)
- MSP SRF Addendum (2023)

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- 6.2. The Proposed Development will deliver a range of employment opportunities within the Oxford Road Corridor, supporting the objectives of the MSP SRF (2018), and SRF Addendum (2023). The Addendum outlines proposals for a major investment opportunity to develop a new purpose-built health research resource facility. This will bring significant direct and indirect socioeconomic benefits to MSP and the wider Oxford Road Corridor, enhancing connections through the neighbourhood, particularly with the communities of Rusholme, Ardwick, Hulme and Moss Side to ensure that the regeneration benefits are shared. Furthermore, the Proposed Development will increase training and employment opportunities for local residents.
- 6.3. The scheme comprises a well-considered and high-quality development that will make a positive contribution to the socio-economic growth of the local and regional economy through providing 17,249 sq. m (GIA) of office and laboratory floorspace in MSP and the Oxford Road Corridor; an area identified as a primary focus for economic development.
- 6.4. The Proposed Development will act to support the ambitions for the Oxford Road Corridor and within the successive versions of the MSP SRF, through maximising the opportunity to secure further knowledge-intensive, science-based activities in this key accessible location and adding to the innovation ecosystem.
- 6.5. The Proposed Development present a live opportunity that will bring demonstrable direct and indirect socio-economic benefits to MSP and the wider Corridor ecosystem, leveraging advantages in terms of locational clustering with major knowledge and research institutions. Importantly, securing investment at MSP will strengthen Manchester's R&D capabilities and world leading reputation for life science and health innovation, catalysing the next phases of development at the park through clustering opportunities.

- 6.6. The Proposed Development will support the clustering of science and medical research and development institutions within the Oxford Road Corridor, thus promoting scientific innovation in this key location and positively contributing to the continued growth of Manchester and the wider City-region's economy.
- 6.7. Overall, the following strategic benefits to the Oxford Road Corridor will be delivered by the Proposed Development:
- Supporting academic advances in the Life Sciences sector, by providing high specification office and laboratory R&D space to support the research capacity of specialist organisations.
 - Delivering a dedicated resource to support SMEs and start-ups.
 - Driving clustering and agglomeration: The anchor tenant will add to the critical mass of assets on the Oxford Road Corridor and contribute to its role as a recognised international centre for life sciences, attracting further businesses keen to locate in one of the UK's key innovation districts.
 - Building on Manchester's research strengths: Manchester is becoming a leading cluster for personalised healthcare, with internationally recognised assets in biomarker science, genomic medicine, and cancer. The delivery of high specification laboratory space that supports leading specialists in the life science sector will make a significant contribution to accelerating Manchester's research capabilities and strengths in this area.
 - Raising Manchester's international profile: The Proposed Development will secure a globally recognised and unique UK based organisation. The relocation will therefore further enhance the international standing of Manchester and its burgeoning life sciences sector.
 - The Proposed Development is anticipated to generate 280 FTE per annum jobs during the construction phase, contributing £21.3m in GVA to the economy.
 - Once operational, the Proposed Development is expected to create between 356 to 716 Full Time Equivalent (FTE) jobs
 - The Applicant is also committed into entering into a local labour agreement to seek to increase employment opportunities for local people both during construction and operation. It is anticipated that fulfilling this commitment will be conditioned as part of any consent granted.
 - Creating new talent and graduate employment opportunities: As the building occupiers expand, they will create new employment opportunities for skilled residents and graduates.
- 6.8. As such, in the context of the above it is considered that the principle of the Proposed Development is consistent with adopted planning policy and the vision and ambitions for the Oxford Road Corridor and MSP as detailed in the Corridor SSF and the successive versions of the MSP SRF.

Design and Visual Amenity

Relevant policies, material considerations and guidance:

Planning Policy:

- Core Strategy Policy CC9 – Design and Heritage
- Core Strategy Policy EN1 – Design Principles and Strategic Character Areas
- Core Strategy EC3 – The Regional Centre
- Core Strategy Policy DM1 – Development Management

Other Considerations and Guidance:

- MSP SRF Addendum (2018)

Relevant policies, material considerations and guidance:

- MCC Guide to Development
 - NPPF Chapter 12 – Achieving well-designed places
 - NPPG: Design, Process and Tools
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- 6.9. The Site is located within the Oxford Road Corridor where there is a recognised need to maximise the opportunities to optimise the use of finite land resources. Core Strategy Policy EN1 specifically states that within the Oxford Road Corridor: *“New development needs to reflect the significant scale and form expected from major City institutions and opportunities will exist for more innovative and contemporary built forms, which have regard to the historic context.”* It goes on to state that “A balance between built form and open space which allows for easy movement through and across the area will be required.”
- 6.10. The MSP SRF Addendum (2023) identifies that there is potential for increased quantum and height on the Greenheys Site, subject to proposals demonstrating that they are in accordance with the Development Plan and have addressed all other relevant material considerations, including any impacts on the surrounding area. Furthermore, as defined in the MSP SRF (2018), the vision for MSP provides the scope for intensification of commercial floorspace, through rationalisation of surface car parking provision, to deliver significant scale alongside transformational new public realm and green space.
- 6.11. The existing buildings on the Site are low-rise and, although reflective of the scale of properties located to the west of Greenheys Lane, do not make the most effective use of the land within this strategically important location. In general, the surrounding massing comprises two to six storeys, which would be categorised as mid-rise.
- 6.12. The scale and massing of the Proposed Development has been driven by the specific requirements of the anchor tenant, as well as making best use of the opportunity to deliver a unique and viable high specification office and laboratory R&D space that will meet the needs of leading occupiers within the health and life sciences sectors. The proposed building therefore optimises use of the Site to maximise the strategic benefits to MSP and Oxford Road Corridor.
- 6.13. At the same time, careful consideration has been given to the architectural design of the building, including its location within the Site, detailed façade design, and extensive landscaping, as well as being subject to a full suite of technical assessments to ensure it does not give rise to unacceptable environmental impacts. A comprehensive design evolution process has been undertaken, to ensure that the optimal and viable solution for the Site is achieved, whilst also maximising its positive contribution to the ecosystem at MSP and Oxford Road Corridor, as well as delivering enhancements to the local area. A key part of the design development process has been informed by consultation with a range of stakeholders including Manchester City Council, GMP, and the local community.
- 6.14. Within this context, the height and massing of the proposals are aligned with key Development Plan policies, as well as the MSP SRF (2018) and the MSP SRF Addendum (2023).

Climate Change, Sustainability and Energy Efficiency

Relevant policies, material considerations and guidance:

Planning Policy:

- Core Strategy Policy EN4 – Reducing carbon emissions by enabling low and zero carbon development
- Core Strategy Policy EN5 – Strategic areas for low and zero carbon decentralised energy infrastructure
- Core Strategy Policy EN6 – Target framework for CO2 reductions from low or zero carbon energy supplies
- Core Strategy Policy EN8 – Adaptation to climate change
- Core Strategy Policy EN9 – Green Infrastructure

Other Considerations and Guidance:

- MCC Guide to Development
- NPPF
 - Paragraph 152
 - Paragraph 157
- Manchester Zero Carbon Framework
- MSP SRF (2018) and Addendum (2023)

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- 6.15. The Environmental Standards Statement submitted in support of the application sets out the planned energy reduction measures for the Proposed Development. This addresses the energy requirements of Policy EN6, through achieving a greater than 10% increase on Approved Document L (2010).
- 6.16. The strategic energy approach delivers a fabric first approach and an appropriate blend of technologies which can be tailored to suit the building and the tenant aspirations. The building is compliant with Approved Document L 2021, incorporating 2023 Amendments, and shows a small improvement over the notional building:
- Building Emission Rate = 6.55kg.CO2/m² (Target Emission Rate 6.68kg.CO2/m²)
 - Building Primary Energy Rate (BPER) 71.23kWh/m² (Target Primary Energy Rate (72.92kWh/m²)
- 6.17. The strategy has sought to reduce the carbon emissions for the building using a lean, mean, green approach to support MCC's declaration of a Climate Emergency and associated Zero Carbon Strategies and maximise opportunities to reduce the energy consumption of the building from initial design stages through to occupation. The Proposed Development also supports the government and local authority's policy on phasing out fossil fuels through solely electric energy provision. As the grid decarbonises further and will offer more carbon reduction towards net zero carbon.
- 6.18. The stepped approach is as follows:
- Be LEAN
 - Reduce building energy use by optimising the building envelope.
 - Enhanced fabric with more thermally efficient construction elements.
 - Well-constructed building targeting a low air leakage rate.
 - Providing good levels on daylight in deep spaces to enable artificial lighting to be reduced during the daytime.

- Optimised size of windows and ratio to the façade and suitable reveal depths to provide appropriate shading to limit overheating risk.
- Be CLEAN
 - Design and operate building service systems efficiently.
 - Low energy ventilation strategy with high efficiency heat recovery.
 - The use of Air Source Heat Pumps (ASHPs) to deliver heating, cooling and Domestic Hot Water (DHW).
 - Variable speed pumping and on/off zone controls strategies for the heating systems.
 - Variable Air Volume (VAV), mixed mode and mechanical ventilation using heat recovery where applicable.
- Be GREEN
 - Provide LZC Technology energy sources to provide on-site renewable energy generation and further reduce the carbon impact of the building. This includes the solar Photo Voltaic installation on the roof.
- Be SEEN
 - Monitor and report actual energy use.

6.19. The Proposed Development is targeting a BREEAM Excellent rating and will be constructed in compliance with the Applicant's own sustainability objectives and the requirements of the Core Strategy. It is anticipated that demonstration of final BREEAM certification will be conditioned as part of any consent granted.

Impacts on the Historic Environment and Archaeology

Relevant policies, material considerations and guidance:

Planning Policy:

- Planning (Listed Building and Conservation Areas) Act 1990 – Section 66
- Core Strategy Policy EN3 – Heritage
- Core Strategy Policy DM1 – Development Management
- Saved UDP Policy DC20 – Archaeology

Other Considerations and Guidance:

- NPPF:
 - Paragraph 8
 - Paragraph 193
 - Paragraph 194

6.20. There are no listed buildings, world heritage sites, scheduled ancient monuments, registered parks and gardens, registered battlefields or protected wrecks identified on the Site or within its immediate vicinity. The Site is not located within or adjacent to a sensitive area (such as a conservation area).

- 6.21. There are 12 Listed Buildings within 500m of the Site. However, due to the scale and massing of the Proposed Development, the density of the surrounding urban townscape, and distance between these assets and the Site, it is considered that there will be no impact on the setting of these assets because of the Proposed Development.

Archaeology

- 6.22. The delivery of the Proposed Development will involve ground-breaking works that have the potential to affect any surviving archaeological remains within the Site. A Written Scheme of Investigation for Archaeological Works, prepared by Salford Archaeology is submitted as part of this application.
- 6.23. This assessment has demonstrated that the Site has the potential to retain buried remains of 19th-century villas, double-depth houses, ornamental gardens and the back yards of workers' houses. Any such remains that do exist within the Site are likely to be of low (local) significance and, without a programme of mitigation, the scheme could damage or destroy these remains.
- 6.24. Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the NPPF. In this case, the scope and extent of any such further investigation will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council.
- 6.25. It is anticipated that any further investigation, as required by GMAAS, will be conditioned as part of any consent granted.

Public Realm, Ecology and Biodiversity Net Gain

Relevant policies, material considerations and guidance:

Planning Policy:

- Core Strategy Policy EN9 – Green Infrastructure
- Core Strategy Policy EN15 – Biodiversity and Geological Conservation
- Environment Act 2021

Other Considerations and Guidance:

- Manchester Green and Blue Infrastructure Strategy
- NPPF Section 15 (paragraphs 170 to 183)
- Places for Everyone Policy GM-G 2 Green Infrastructure Network
- Places for Everyone Policy GM-G 8 Standards for a Greener Manchester
- Places for Everyone Policy GM-G 9 A New Enhancement of Biodiversity and Geodiversity

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- 6.26. The Site currently has little existing green space, which is limited to ornamental plants and shrubbery and 15 trees.
- 6.27. The Proposed Development provides an opportunity to significantly enhance the quality and amount of green infrastructure on-site and includes for significant landscaping in addition to green walls and screens integrated into the architecture of the Proposed Development. The proposed landscaping supports the consistent ambition in the various iterations of the MSP SRF to deliver high-quality public realm, specifically through the creation of a network of smaller multi-functional squares and plazas; opening MSP up to enhance permeability and connectivity with adjoining areas.

- 6.28. Nine trees are proposed to be removed as part of the Proposed Development, under the separate application for Prior Approval of Demolition. However, to mitigate against this, 27 trees are proposed across the Site, meeting MCC's replacement ratio ambitions of three trees planted for every tree removed.
- 6.29. Proposals for green walls and green screens also support MCC's ambitions to reduce urban heat island effects using green infrastructure.
- 6.30. The planting design has been a key consideration from the outset of the Proposed Development, not only in the choice and size of species to reflect the planted trees within the adjacent schemes but to also ensure their successful establishment and long-term health and vigour. Selected species of trees have been chosen which are tolerant to the existing urban environment whilst also responding architecturally to the Proposed Development and still capturing the character of the space in which they are planted.
- 6.31. A Biodiversity Net Gain Assessment is submitted in support of the application, demonstrating that the Proposed Development will likely deliver a net gain of 4696% in biodiversity, contributing to MCC's objectives to enhance and increase biodiversity across the city.
- 6.32. An Ecological Assessment has also been undertaken by Tyler Grange and is submitted as part of this application. The Assessment finds that the Site does not include any statutory or non-statutory sites or features of ecological importance.
- 6.33. The Assessment did identify the potential for roosting bats to be present within the existing buildings, structures and trees on the Site and that emergence surveys are required prior to the removal or demolition of any of these structures, which is proposed under the concurrent application for Prior Approval of Demolition.
- 6.34. Emergence surveys will therefore be undertaken in line with the recommendations of the Assessment and no demolition will take place until the Survey results have been accepted by MCC. These are anticipated to be conditioned on the concurrent PAOD application.
- 6.35. In accordance with the recommendations of the Assessment, where any vegetation clearance is to be undertaken in the March to August period, then a suitable Method Statement for Breeding Birds will be provided to MCC in advance to ensure any risk to nesting birds from site clearance are managed appropriately. Clearance will be preceded by a check for active bird nests by a suitably experienced ecologist.
- 6.36. In summary, the Site provides an improved public realm environment and a net gain in green infrastructure and biodiversity on-site in accordance with policy requirements and other guidance. It is anticipated that provision of these improvements to the public realm, and delivery of 10% minimum BNG as part of the site development will be conditioned as part of any consent granted.
- 6.37. Appendix 1 outlines how the Proposed Development responds to the Manchester Green and Blue Infrastructure Strategy 2015 visions and objectives.

Effects on Local Environment and Amenity

Relevant policies, material considerations and guidance:

Planning Policy:

- Core Strategy Policy DM1 – Development Management
- Core Strategy Policy EN16 – Air Quality
- Core Strategy Policy EN14 – Flood Risk
- Core Strategy Policy EN17 – Water Quality
- UDP Citywide Development Control Saved Policy 26 (Noise and Vibration)

Other Considerations and Guidance:

- NPPF Section 11 – Making effective use of land (Paragraph 125)
- NPPF Section 12 – Achieving well-designed places (paragraph 130)
- NPPF Section 15 – Conserving and Enhancing the natural environment (Paragraph 174(e))

Relevant policies, material considerations and guidance:

- NPPF Section 16 – Conserving and enhancing the natural environment (Paragraph 185)
- GD03 Environmental Protection
- GD05 Planning and Noise
- Air Quality and Planning Technical Guidance (August 2022)

Air Quality

- 6.38. An Air Quality Assessment has been prepared by SLK in support of this application. This report has assessed how the proposals might impact on surrounding air quality conditions during both the construction and operational phases.
- 6.39. Appropriate mitigation measures will be adopted throughout construction and controlled by a full Construction Management Plan, which it is anticipated would be submitted for the approval of the Planning Authority as a condition of any planning permission.
- 6.40. The construction phase works may have the potential to impact on dust nuisance and local air quality, and this was assessed in accordance with the IAQM guidance. The potential risk of construction phase impacts, prior to mitigation, was predicted to be a maximum of 'medium risk'. Construction phase mitigation measures are recommended to reduce the risk of dust and particulate matter being generated and re-suspended. It is recommended that these are secured by a Construction Management Plan. With effective implementation of the mitigation measures, no significant impacts are anticipated during the construction phase.
- 6.41. A quantitative assessment of the operational impacts has been undertaken by comparing the traffic data of the development against the screening criteria outlined in the EPUK-IAQM guidance. Based on the traffic data provided by the project transport consultant (Curtins), it is considered unlikely that the proposed Development will have a significant impact on local air quality. Furthermore, a review of baseline conditions found that development would not introduce additional sensitive receptors into an area of known poor air quality.
- 6.42. No significant long-term combustion sources such as combined heat and power (CHP) plant or biomass boilers are proposed as part of the scheme. All space heating and hot water will be from an Air Source Heat Pump system.
- 6.43. There will be two back-up diesel generators set up on-site, which will be used in the event of a power failure. One generator is rated at 200kVA and is assigned to life safety supplies only. The other one is rated at 1000kVA and is assigned to essential and critical supplies within their demise only. Both will only be used in the case of emergency and routine maintenance. Considering the limited usage of the back-up diesel generators, it is unlikely that there will be significant air quality impacts from the back-up diesel generators.
- 6.44. Therefore, the overall air quality impact of the Proposed Development is 'not significant'. Nonetheless, best practice measures will be used to reduce the effects of the Proposed Development on local air quality where feasible.
- 6.45. Overall, it was concluded that with the provision of appropriate mitigation measures during construction, the Proposed Development will have no significant effects on local air quality during demolition, construction or operation and is therefore in accordance with relevant policy and material considerations.

TV and Broadband Reception

- 6.46. GTech Survey Limited has produced a Baseline Television Reception report and Broadband Connectivity Assessment in support of the application to assess the potential impact of the Proposed Development on local television signal.

3. Overall, the use of tower cranes and the Proposed Development itself is likely to cause some disruption to the reception of Digital Terrestrial Television (DTT) and digital satellite television services in areas to the immediate northwest and southeast of the Site. If interference does occur, the repositioning of satellite dishes to new locations without an obscured line-of-sight view to the serving satellites should restore all services. If satellite dish relocations are not possible, the use of DTT receiving equipment would also offer any affected viewer an alternative source of digital television broadcasts.
- 6.47. With respect to DTT reception, the massing and built form of the Proposed Development could reduce signal propagation, resulting in interference. Antenna betterment should restore reception if interference has occurred.
- 6.48. The TV and Radio assessment provides the existing level and quality of radio and television signal reception within the survey area. Due to the existing good coverage and robust technical nature of the broadcast radio network with respect to building-generated signal interference, the Proposed Development is not expected to affect the reception of VHF(FM) radio services. It is expected that a post-completion condition is applied to the subsequent consent to monitor impacts of the Proposed Development against the TV and Radio baseline assessment.
- 6.49. In summary, the Proposed Development has the potential for some impacts on DTT during the temporary construction period and upon completion of the Proposed Development. The Applicant are committed to providing appropriate mitigation for impacts, should any complaints arise.

Daylight, Sunlight and Overshadowing

- 6.50. An assessment of the effect of the Proposed Development on daylight, sunlight and overshadowing on nearby properties and amenity spaces adjacent to the Site has been undertaken by GIA. It includes technical analysis using the methodologies set out within the Building Research Establishment Guidelines entitled 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (2022)'.
- 6.51. The daylight and sunlight review undertaken by GIA considers the impacts on 18 Greenheys Lane, 12 Greenheys Lane, and 24-26 Greenheys Lane.
- 6.52. With the Proposed Development in place, both 12 and 18 Greenheys Lane receive suitable levels of daylight (VSC and NSL) in accordance with the BRE target criteria. There are no rooms overlooking the Proposed Development that face within 90 degrees of due south, and so no sunlight assessment is required.
- 6.53. With the Proposed Development in place, 24-36 Greenheys Lane receive suitable levels of daylight (NSL) in accordance with the BRE target criteria. 85 of the 93 windows receive suitable levels of daylight (VSC) in accordance with the BRE target criteria. Of the eight which do not, five are reduced by between 20-30%, which is considered by the BRE to be a minor reduction. Two windows suffer a moderate reduction of between 30-40% and one window is reduced by more than 40%. One room does not meet BRE target criteria for Annual Probable Sun Hours (APSH) sunlight. The room in question suffers a moderate reduction of between 30-40%, but has low existing baseline levels. As such, the impacts are limited and considered acceptable.
- 6.54. Overall, reductions in daylight and sunlight are isolated and typically minor. As such, given the flexibility with which the BRE guide is intended to be used and the self-limiting design of 24-36 Greenheys Lane, the impacts are considered acceptable.
- 6.55. The results of the GIA Assessment indicate these surrounding residential properties will generally exhibit excellent levels of daylight and sunlight with the Proposed Development in place, and the overall impact of the scheme is considered acceptable.

Privacy and Overlooking

- 6.56. The Proposed Development has been carefully designed to minimise the potential for overlooking into surrounding properties. The western elevation of the building is stepped back circa 40m from the road, in line with the adjacent Base building.

- 6.57. As such, impacts on privacy from overlooking are minimal and have been mitigated through the design of the Proposed Development.

Noise and Vibration

- 6.58. A Noise and Vibration Assessment has been undertaken, based on environmental surveys, predictions and calculations for the Proposed Development.
- 6.59. The impact of noise during demolition and construction of the Proposed Development has been predicted and assessed in accordance with BS 5228 guidance. Impacts from demolition and construction activities are predicted at the closest noise sensitive receptors to the works, with temporary negligible to moderate adverse effects anticipated to arise. This considers the implementation of Best Practicable Means (BPM) and a Construction Environmental Management Plan (CEMP).
- 6.60. The impact of noise from demolition and construction traffic has been predicted and assessed in accordance with criteria presented in the Design Manual for Roads and Bridges (DMRB), in line with industry best practice. The effect of demolition and construction traffic noise is anticipated to be minor at the highest sensitive receptor (i.e. residential properties).
- 6.61. The impact of vibration during demolition and construction of the Proposed Development has been predicted and assessed in line with BS 5228 guidance. At approximately 20 m from the worst-case vibration source and the nearest and most sensitive receptors, the effect of vibration is anticipated to be minor adverse at worst case, though likely negligible in practice.
- 6.62. During the operation of the Proposed Development, plant noise is anticipated to have a minor effect on the nearest noise-sensitive (i.e. residential) receptors. Operational phase fixed plant and equipment external noise emissions can be suitably mitigated through imposing noise limits in accordance with the assessment criteria at the nearest or most exposed noise sensitive receptors.
- 6.63. Based on the proposed new building proximity to the nearest noise sensitive receptors, these limits can be achieved with suitable equipment selections and conventional plant and equipment attenuation measures.

Wind Microclimate

- 6.64. A Wind Microclimate Assessment has been undertaken by GIA, which considers the potential impact of the Proposed Development on local thoroughfares, proposed amenity spaces and building entrances. Various potential risk factors for raised wind speeds were considered.
- 6.65. The Assessment finds that there is not considered to be a significant risk of raised wind speeds at ground level due to the Proposed Development. As such, general thoroughfares and building entrances are expected to be suitable for the intended use. The eastern terrace is also expected to be suitable to the intended use, given the shelter from the westerly winds.
- 6.66. The western terrace is more exposed to the westerly winds, and therefore it may have a risk of raised winds. GIA have therefore noted that in order to achieve comfortable conditions for seating throughout the year, further mitigation may be necessary. A range of potential measures have been identified in order to provide the right wind environment in this location, including localised screening, baffles or landscaping.
- 6.67. It is anticipated that detail design of final mitigation measures proposed will be conditioned as part of any consent granted.

Ventilation

- 6.68. A Ventilation Statement has been prepared by Silcock Leedham. The Statement provides details of the proposed ventilation strategy, which has been designed in accordance with the requirements of the Building Regulations Approved Document F and associated CIBSE guidance documents.

- 6.69. The laboratories have been designed to Containment level 2 (CL 2) standards. Good practices for containment and contaminant controls are designed in the base build along with higher floor to ceiling heights to accommodate additional building services, enhanced mechanical ventilation systems, specialised waste management systems and a better performing superstructure to reduce internal vibration.

Flood Risk and Drainage

- 6.70. A Flood Risk Assessment and Drainage Strategy, prepared by NX Consulting is submitted in support of this application. It considers the risks of various sources of flooding to the Site and the consequent risks of flooding to downstream receptors from the Proposed Development, as well as outlining a foul and surface water drainage strategy.
- 6.71. The Proposed Development incorporates a blue roof on the majority of the main building, to store water and to restrict flow into the surface water system during storm events. Surface water is to discharge into the culverted Corn Brook in Greenheys Lane and will be restricted to 'Greenfield' run-off levels, subject to permission being granted by owners. The Phase 2 site investigation has shown heavy clay soils to underly the site and the use of permeable surfacing and soakaways would not be possible. Therefore, surface water storage may be needed underground utilising Versavoid or Polystorm type unit under the external service road areas.
- 6.72. It is anticipated that submission of detailed drainage design and calculations will be conditioned as part of any consent granted.
- 6.73. This Flood Risk Assessment and Outline Drainage Strategy is commensurate with the Proposed Development and in summary, the development can be considered appropriate for Flood Zone 1 in accordance with the NPPF.

Waste Management and Servicing

Relevant policies, material considerations and guidance:

Planning Policy:

- Core Strategy Policy DM1 – Development Management
- Core Strategy Policy EN19 – Waste

Other Considerations and Guidance:

- GD04 Waste Storage and Collection Guidance for New Developments
-

- 6.74. In accordance with Core Strategy Policy DM 1 (Development management) a Waste Management Strategy, prepared by Curtins, is submitted in support of this application. The Strategy provides details of the waste calculations for the Proposed Development, which have informed the bin storage capacity and servicing arrangements, including waste recycling proportions.
- 6.75. The collection point for waste from all uses is located within the service yard, near the proposed waste stores and to the west of the main building. Waste will be collected from the bin store located near the collection point and once emptied will be returned immediately back to the bin store. This will avoid any on-street waste collections.
- 6.76. In accordance with Core Strategy Policy EN19 (Waste) a Construction Waste Management strategy is anticipated to be conditioned in order to demonstrate how both construction waste will be minimised and recycled on-site wherever possible and how the sustainable waste management needs of the end user will be met.

Traffic, Transport and Accessibility

Relevant policies, material considerations and guidance:

Planning Policy:

- Core Strategy Policy EC3 – The Regional Centre
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Relevant policies, material considerations and guidance:

- Core Strategy Policy T1 – Sustainable Transport
- Core Strategy Policy T2 - Accessible Areas of Opportunity and Needs
- Core Strategy Policy CC5 – Transport
- Core Strategy Policy DM1 – Development Management

Other considerations and guidance:

- NPPF Section 9 – Promoting Sustainable Transport
- Policy CC9 – Design and Heritage

-
- 6.77. The application is supported by a Transport Statement prepared by Curtins. The Transport Statement assesses the highways impact of the Proposed Development, exploring the relationship between the Proposed Development and surrounding road network.
- 6.78. A review of baseline conditions and highway safety in the vicinity of the Site has been undertaken. This demonstrates that the Site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the Site. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.
- 6.79. Access to the Site via means of sustainable transport has also been thoroughly reviewed to capitalise on the opportunities to reduce the number of single occupancy car journeys. A total of 60 cycle spaces will be provided as part of the Proposed Development. The existing cycle store of 100 spaces on-site will be relocated elsewhere within MSP prior to the removal of the structure and will be formalised through a separate application for planning permission.
- 6.80. The accompanying Travel Plan sets out a range of measures to increase the level of walking, cycling and public transport use to and from the Site, and to reduce reliance on the private car in line with local and national sustainability objectives, including Core Strategy Policy T1.
- 6.81. It is therefore anticipated that most site users will travel to the Site by sustainable modes of transport. Nonetheless, an appropriate TRICS assessment has been undertaken to establish the likely number of vehicular trips associated with the proposed development.
- 6.82. The Proposed Development results in a net reduction of 58 car parking spaces from the Site, which aligns to the wider strategy for MSP, which is to make better use of the limited land available through redevelopment of existing areas of surface car parking.
- 6.83. Meanwhile, the TRICS assessment has identified the requirement for 131 additional car parking spaces for the Proposed Development. The Applicant has confirmed (through their knowledge of existing leases and licences) that there is sufficient capacity across the existing MSP Site (not including Denmark Rd) to accommodate the 131 spaces required at MSP because of the Proposed Development.
- 6.84. It is not considered that the additional traffic from the Proposed Development would have a significantly detrimental impact on the surrounding highway network.
- 6.85. A separate application to extend the use of the 157-space temporary surface car park at Denmark Road for a further temporary period of five years is submitted concurrently with this application. The Denmark Road Car Park is required to accommodate the visitor parking requirements for MSP and the Proposed Development and provide spaces for MSP customers for occasional use.
- 6.86. The Denmark Road car park currently operated under leases and licences whereby MSP customers are required to register their vehicle details. To mitigate against on-street parking taking place on adjacent streets, MSP have proposed a revised operational management regime for the car park, using pay and display machines as opposed to vehicle registration. The car park will be maintained for use by MSP customers and visitors only, which will be managed through security and signage.

- 6.87. Other carparking spaces at MSP will continue to be managed through leases and licences meaning they are allocated to customers and managed by the MSP Commercial Team.
- 6.88. It is anticipated that the next phase of development after the Proposed Development at MSP of significant scale (such as Base or the proposed Greenheys scheme) will trigger the need for a multi-storey car park (MSCP). Denmark Road acts as an interim solution until this next phase is delivered and the MSCP will act as an enabler for the delivery of the future vision for MSP.
- 6.89. In summary, the Site is in a highly accessible location and the Application will implement measures identified in the Travel Plan to encourage the use of sustainable modes of transport to access the Proposed Development. Nonetheless, it is acknowledged that with the reduction of 58 car parking spaces from the Site, there is a requirement to accommodate car parking requirements elsewhere at MSP. When considered as a whole, it is considered that with the extension of the permission for Denmark Road surface car park, there is sufficient car parking at MSP to accommodate the requirements of the Proposed Development.
- 6.90. The Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in relation to highways and parking when considered as a whole.

Inclusive Design

Relevant policies, material considerations and guidance:

Planning Policy:

- Core Strategy Policy CC10 – Places for Everyone

Other Considerations and Guidance:

- Design for Access 2
- Manchester Guide to Development SPD
- NPPF Section 12 - Achieving well-designed places

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- 6.91. An Access Statement is provided within the DAS which accompanies this application. In summary, the building is designed to be inclusive in terms of access with step-free, level access and wide entrances and Equality Act compliant lifts on all floors. The design of the ground floor has been developed to provide a simple and clear layout which is easy to use. The proposed accommodation is designed to the highest quality and will be easy to navigate and accessible by users with mobility, hearing and visual impairments.
- 6.92. The proposals have considered MCC's Design for Access 2 (DfA2), and incorporated the following aspects;
- Appropriate width and surfacing of access routes.
 - Steps and ramps minimised and designed to comply with best practice guidance and Part M building regulations.
 - Street furniture located off main access routes.
 - Inclusion of well-designed signage and wayfinding features.
 - Inclusion of lighting to allow ease of navigation after dark.
- 6.93. There are 13 accessible bays for disabled people across the MSP campus, 5 of which are located in close proximity to Greenheys, at the Bright building. All of these disabled spaces would be available to Greenheys' customers.

Designing out Crime

Relevant policies, material considerations and guidance:

Planning Policy:

- Core Strategy Policy DM1 – Development Management

Other considerations and guidance:

- NPPF Section 8 – Promoting healthy and safe communities (paragraph 92)
 - MCC Guide to Development
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6.94. A Crime Impact Statement has been prepared by Greater Manchester Police (GMP) and is submitted in support of the application. Overall, having assessed the development using principles of 'Crime Prevention through Environmental Design' the report sets out several recommendations that will be considered as part of the fit out and management stages of the development which will be incorporated as the design develops.

6.95. Further details on the crime prevention measures of the Proposed Development can be found within the DAS prepared by BDP and submitted in support of the application.

Ground Conditions

Relevant policies, material considerations and guidance:

Planning Policy:

- Core Strategy Policy EN18 – Contaminated Land and Ground Stability
- Core Strategy Policy DM1 – Development Management

Other considerations and guidance:

- NPPF Section 15 - Conserving and enhancing the natural environment (paragraphs 183 to 188)
 - Manchester City Council Contaminated Land Strategy - 2020 to 2025
 - Planning & Contaminated Land Technical Guidance (February 2021)
-

6.96. A Phase 1 Desktop report has been produced by NX Consulting.

6.97. The Ground Contamination report concludes that risks to identified receptors are sufficiently low to not warrant extensive remedial activities on the Site. Where potential issues have been identified on the Site it is considered that appropriate remedial mitigation measures can be implemented during construction. A Phase 2 report will be prepared and submission of this is anticipated to be conditioned.

Construction Management

Relevant policies, material considerations and guidance:

Planning Policy:

- Core Strategy Policy DM1 – Development Management
- Core Strategy Policy EN16 – Air Quality
- UDP Citywide Development Control Saved Policy 26 (Noise and Vibration)

Other Considerations and Guidance:

- Planning and Noise Technical Guidance (October 2022)
 - Air Quality and Planning Technical Guidance (August 2022)
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- 6.98. An outline Construction Management Plan has been prepared by Bruntwood, which summarises how the construction of the Proposed Development would be managed to minimise any potential adverse impact to the local community in accordance with relevant policy and guidance. The PAOD application submitted concurrently with this includes a Demolition Management Plan which addresses the required mitigation for this phase of the works.
- 6.99. It is anticipated that a planning condition would be attached to any Decision Notice requiring submission of a Detailed Construction Management Plan following appointment of a contractor and in advance of commencement of development.
- 6.100. Construction activity will generally be in line with MCC Guidance, of 7.30am to 6pm Monday to Friday and 8am – 2pm on Saturdays, with any works outside of these hours being subject to prior approval from MCC in order to protect residential amenity.

Local Labour Agreement

Relevant policies, material considerations and guidance:

Planning Policy:

- Core Strategy Policy EC1 – Employment Growth and Economic Growth in Manchester

Other Considerations and Guidance:

- 6.101. The Applicant is committed to a Local Labour Agreement as part of the proposed construction process for the Proposed Development. Further details are provided in the Local Labour Agreement submitted as part of the planning application.

Summary

- 6.102. This section of the report provides a summary of how the Proposed Development has been comprehensively assessed in relation to the Development Plan and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence. The conclusion of that process is that the Proposed Development is in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that it merits the support of the LPA.

7. Summary and Conclusions

4. This Planning Statement has been prepared by Deloitte LLP in support of a Full Planning Application for the redevelopment of the Greenheys site at MSP, a strategic employment location as identified in the Manchester Core Strategy (2012).
- 7.1. MSP's setting in the Manchester Oxford Road Corridor, Manchester's central business and education district, presents an unparalleled opportunity to deliver economic growth and enhanced productivity, by leveraging its locational proximity and partnership working with institutions and organisations operating across science, research, academia and business.
- 7.2. The strategic opportunity presented by MSP is set out within the endorsed MSP SRF (2018) and the subsequent MSP SRF Addendum (2023). The vision for MSP includes on-going investment in accommodation and curation of occupiers to meet the requirements of businesses within the key science and technology sectors to deliver upon this strategic opportunity. As defined in the 2018 Framework, the vision for MSP provides the scope for intensification of commercial floorspace, through rationalisation of surface car parking provision, to deliver significant scale alongside transformational new public realm and green space.
- 7.3. The Proposed Development responds to this context and supports the relocation of an internationally significant health research resource from its existing premises to a new purpose-built facility within MSP. This presents a live opportunity that will bring significant direct and indirect socio-economic benefits to MSP and the wider Oxford Road Corridor eco-system, strengthening Manchester's R&D capabilities and world leading reputation for life science and health innovation. This tenant is expected to make a major beneficial contribution to the existing life science cluster at MSP, as well as having wider strategic benefits for the wider Oxford Road Corridor.
- 7.4. The Proposed Development will provide new flexible office and laboratory space which meets the sector specific requirements of occupiers in the science and technology sectors, by delivering a high specification Containment Level 2 laboratories for which there is specific need within the Oxford Road Corridor. The Proposed Development will therefore further enhance MSP's reputation as a location for world leading occupiers in the life sciences and healthcare sectors.
- 7.5. In this respect, it will strengthen Manchester's Research & Development (R&D) capabilities and world leading reputation for life science and health innovation. Relocation to Manchester supports the Life Sciences Vision to *"drive economic growth and self-sustaining clusters of excellence ... such as supporting Manchester to become a world leading centre for Genomics and Data"*, supporting 'Levelling Up'. The Proposed Development therefore directly supports the Council's strategic objectives for MSP and support the strategic growth objectives for the Oxford Road Corridor by supporting diversification of the economy through growth in high value sectors, such as health, and science and innovation.
5. A comprehensive design evolution process has been undertaken, to ensure that the optimal and viable solution for the Site is achieved, whilst also maximising its positive contribution to the ecosystem at MSP and Oxford Road Corridor, as well as delivering enhancements to the local area. A key part of the design development process has been informed by consultation with a range of stakeholders including Manchester City Council, GMP, and the local community.
- 7.6. The Proposed Development will also deliver local public benefits by delivering a new pedestrian crossing across Greenheys Lane, as well as new and enhanced public realm and improvements to the streetscape along the western edge of the Site through delivery of a biodiverse green wall and boundary.
- 7.7. Furthermore, the Proposed Development will support a range of strategic and economic benefits including:

- Supporting academic advances in the Life Sciences sector: This includes through:
 - Enhancing the organisation research capacity by increasing usability and accessibility of the archive, promoting greater access for academic researchers to investigate lifestyle, socio-economic, environmental and genomic exposure for diseases of middle and old age. The number of research projects and publications forecast to increase significantly.
 - Supporting the organisation to scale up and expand academic, NHS and commercial partner collaboration including with University of Manchester, Health Innovation Manchester (HIM), and the Medicines Discovery Catapult (MDC), Manchester's Stoller Biomarker Discovery Centre and Christabel Pankhurst Institute.
- Supporting SMEs and start-ups: the new hub would provide a dedicated resource to promote further industry engagement focusing on UK SMEs and start-ups, building on the company's existing relationships with pharma and data science companies and its experience supporting multiple start-ups.
- Driving clustering and agglomeration: The internationally significant health research resource would add to the critical mass of assets on the Oxford Road Corridor and contribute to its role as a recognised centre for life sciences, attracting further businesses keen to locate in one of the country's key innovation districts.
- Building on Manchester's research strengths: Manchester is becoming a leading cluster for personalised healthcare, with internationally recognised assets in biomarker science, genomic medicine, and cancer. The company looking to relocate to the City of Manchester will make a significant contribution to accelerating Manchester's research capabilities and strengths in this area.
- Raising Manchester's international profile: The company is a globally recognised unique UK asset used internationally with researchers from 92 countries. The relocation will therefore further enhance the international standing of Manchester and its burgeoning Life Sciences sector.
- Creating new talent and graduate employment opportunities: As the organisation expands its operations in Manchester, they will create new employment opportunities for highly skilled residents and graduates.

6. The Core Strategy and all material considerations identified have been considered in the preparation of the application and evolving the design of the development, alongside site-specific considerations. Policies and guidance contained within these documents are assessed in more detail within other technical reports submitted with the Application. A detailed assessment of the Proposed Development has been undertaken against planning policy at all levels as set out within the body of this report.

7.8. Taking all of this into account, it can be concluded that the Proposed Development is compliant with the aims and objectives of the Development Plan taken as a whole. It is further supported by the assessment of other material considerations including the NPPF and it has been demonstrated that the Proposed Development will deliver the overarching economic, social and overarching objectives of sustainable development as a whole.

7.9. The Proposed Development present a unique opportunity to accelerate the R&D capabilities of organisations with Oxford Road Corridor, whilst delivering benefits to the local area; leveraging MSP's advantages in terms of locational clustering with major knowledge and research institutions; and strengthening Manchester's R&D capabilities and world leading reputation for life science and health innovation.

Appendix 1 – Green and Blue Infrastructure Statement

Objectives established to enable the vision to be achieved:	Response:
1. Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers.	✓ The development delivers generous blue and green infrastructure, including the planting of 27 trees and planting across the Site and on the elevations of the Proposed Development, including along Greenheys Lane, and the elevation against the pedestrian route to the southern boundary of the Site. ✓ A Biodiversity Net Gain Assessment of the Proposed Development has been undertaken, and evidences that the Proposed Development is expected to create a biodiversity net gain of 4695.67% on the existing biodiversity on-site. The proposals also result in a significant qualitative improvement to the visual presence of green infrastructure on all sides of the development, through extensive use of soft landscaping and green walls, which will deliver positive impacts on surrounding streets and public realm.
2. Fuse appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth.	✓ The opportunity to deliver this quantum and quality of public realm being proposed has been identified within the MSP SRF (2018). The Proposed Development will continue to build on public realm delivered by Base and Bright buildings. ✓ The creation of this amount of public realm on the Site will provide a improve the pedestrian connection along the Southern Boundary of the Site, which forms part of pedestrian connection from Hulme through to Oxford Road ✓ The Site will look to use areas of soft landscape planting that collectively will slow surface water run off through the Site. Transforming a vacant area of hardscaping into a rich and diverse landscape that will have measures in place to deal with slowing down its own surface water.
3. Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.	✓ New public realm areas including improvements to the public walkway along the southern oundary of the site will improve linkages through MSP ✓ Given the highly sustainable location of the Site, occupants and visitors will have access to a variety of transport modes. Cycle storage for 60 bicycles is provided to encourage uptake of active transport. ✓ The landscaping will facilitate future linkages and overall connectivity through the MSP area, while enhancing perceptions of saftey through the creation of a quality streetscape.

4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.	✓ The proposed landscaping has been designed to continue the soft landscaped thoroughfares of MSP, building on that delivered previously through the Base and Bright buildings. ✓ The redevelopment of the Site will support the strategic ambitions of the Park as a whole. The improved public realm will be accessible to future and existing residents around the Site, particularly nearby residential neighbourhoods in Hulme, and the wider City. ✓ The inclusion of public realm will increase passive surveillance, making a positive contribution to reducing localised crime and increasing safety. ✓ Furthermore, by improving and enhancing the safety and provision of the public realm, members of the community will be more attracted to these spaces and to undertaking sustainable modes of travel, such as walking and cycling, to access other areas of the City. This has the potential to reduce reliance on private car journeys and generate health benefits associated with walking and cycling.
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