



Base, Manchester Science Park – Change of Use Planning Statement

February 2023

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1 Introduction

- 1.1 This Planning Statement (the “Statement”) is submitted in support of an application for the Change of Use of Levels 1 and 2 of the Base Building at Manchester Science Park (MSP) from Use Class E (Office) to F.1a (Education) and Full Planning Permission for associated minor external alterations on the eastern elevation façade and landscaping for the inclusion of a new fire escape door (the “Proposed Development”).
- 1.2 The Applicant is Bruntwood SciTech Limited (the “Applicant”).
- 1.3 The Application Site (the “Site”) comprises the Base Building which approved under planning permission ref: 125018/FO/2019 in October 2019 and recently completed construction, in July 2022. The Base Building is a five-storey building comprising offices (Use Class E) and ancillary workshop and maker space, together with associated disabled car and cycle parking, plant equipment and landscaping. Levels 1 and 2 of the Base building comprise office floorspace.

Proposed Development

- 1.4 An established education provider proposes to use Levels 1 and 2 of Base building for an educational use. To enable the tenant to occupy the building, there is a need to secure planning permission for a Change of Use to Levels 1 and 2 only from office (Use Class E) to education use (Use Class F.1).
- 1.5 To ensure the education use meets fire regulations, a new internal staircase and fire escape will be introduced. Consequently, planning permission is also required for a small elevational alteration and change to the landscaping at the east elevation of the building.

The Occupier

- 1.6 The proposed occupier comprises a partnership between London College of Accountancy (LCA) and the University of Bolton (‘the Occupier’), which seeks to provide undergraduate and post-graduate education within the Accounting and Business sector, with a focus on Health and Social Care, and Healthcare Business Administration.
- 1.7 Having delivered London based university programmes, for Anglia Ruskin University and University of Northampton, to 10,000 students over the past 15 years, LCA is in the process of expanding its offer across the UK’s regional cities through a replicable partnership model with other universities. LCA has selected Manchester as the first such teaching campus in the north of England and has entered into a partnership with the University of Bolton to provide a range of accountancy, healthcare and business management courses.
- 1.8 Following a site search across the city centre, the Occupier has identified Base as a preferred location for their first Manchester based teaching campus. Base provides the required quantum and quality of space and is also ideally located at the heart of MSP and the Oxford Road Corridor’s thriving business ecosystem.
- 1.9 Locating the teaching campus at Base will provide the opportunity to build strong synergistic links with the local business community; creating training and employment pathways for students, whilst also helping address the demand for qualified accountants that are an essential part of sustainable business growth. Therefore, the provision of additional accountancy courses is aligned with GM Work and Skills Strategy and Priorities¹

¹ https://www.greatermanchester-ca.gov.uk/media/1092/gm_work_and_skills_strategy_and_priorities_2016_to_2019__7_.pdf

and responds to the fact that accountants are one of the most in demand occupational sectors in GM².

- 1.10 The courses will be available for local people and those from further afield, providing higher education to students who would otherwise be unable to study in Manchester because of more stringent entrance requirements at other institutions.
- 1.11 A key component of the Occupier's recruitment strategy is to attract undergraduate entrants from low-income backgrounds, low socio-economic groups and from postcodes where participation in higher education is low, in addition to UK domiciled EU residents. Increasing participation in higher education among harder to reach groups can help to reduce inequalities, improve social mobility and raise aspirations among communities, which in turn can support economic growth and increase productivity.
- 1.12 The Occupier has set a target for 22% of the student body to be from postcodes and/or groups with low participation in Higher Education. Achieving this target would mean an above average proportion of students from low participation areas would be participating in higher education at LCA. Furthermore, the Occupier is seeking to recruit the majority of students from within the Greater Manchester conurbation, thereby strengthening education and employment pathways for the City's residents.
- 1.13 The University of Bolton validated undergraduate courses are currently expected to include:

Undergraduate Courses:

- BSc (Hons) Health and Social Care
- BSc (Hons) International Business Management
- BSc (Hons) Business and Marketing
- BSc (Hons) Business and Tourism Management
- BSc (Hons) Finance and Accounting

Postgraduate Courses:

- Master of Business Administration (International)
- 1.14 As part of an on-going process of programme enhancement, the Occupier will work alongside the University of Bolton, Bruntwood and employers across MSP and the wider Oxford Road Corridor to evolve the sector focus of courses on offer, thereby ensuring students have the necessary skills and experience to secure employment opportunities and maximise graduate retention.
- 1.15 The Occupier will positively contribute towards the diversification of the graduate stream within Manchester and further enhance the Oxford Road Corridor as the strategic centre for Greater Manchester's knowledge economy.
- 1.16 The proposed use will also support MSP's essential contribution towards the Corridor's wider ecosystem as it will provide sector focussed higher education courses, alongside spaces for start-up businesses.

Description of Development

- 1.17 The description of development as stated on the Application Form for Change of Use and Full Planning Permission is:

² m-esap-local-skills-report-update-march-2022-final.pdf (greatermanchester-ca.gov.uk)

“Change of Use of Levels 1 and 2 of the Base building from office use (Use Class E) to Education use (Use Class F.1a) and Full Planning Permission for associated external alterations to the east elevation façade and landscaping to accommodate the inclusion of a new fire escape door.”

Application Documentation

- 1.18 In addition to this Statement, the Application is supported by the following as prepared in accordance with Manchester City Council’s Validation Checklist and agreed with MCC Planning Officers on 27 July 2022:
- Application Form – prepared by Deloitte LLP;
 - Drawings & Plans – outlined below;
 - Design and Access Statement– prepared by Bridge Architects;
 - Planning Statement, including Statement of Consultation – prepared by Deloitte LLP;
 - Operational Management Strategy – prepared by the Applicant;
 - Environmental Noise Assessment, August 2019 – prepared by BDP;
 - External Plant Noise Assessment, January 2022 – prepared by Stroma;
 - Building Services Noise Commissioning Measurements October 2022 – prepared by Stroma;
 - Plant Noise Egress Assessment – prepared by BDP;
 - Interim Travel Plan, September 2019 – prepared by Curtins;
 - Transport Statement, September 2019 – prepared by Curtins;
 - Transport Statement, Addendum – prepared by Curtins;
 - Waste Management Strategy, September 2019 – prepared by Curtins; and
 - Waste Management Strategy Addendum – prepared by Curtins.

Drawings & Plans

Drawing Reference	Drawing Title	Author
0237-BA-BAR-01-XX-DR-A-05-0501	Existing Location Site Plan	Bridge Architect
0237-BA-BAR-01-XX-DR-A-05-0510	Existing Plans – Ground, Mezz, 01, 02	Bridge Architects
0237-BA-BAR-01-XX-DR-A-05-0511	Proposed Plans – Ground, Mezz, 01, 02	Bridge Architects
0237-BA-BAR-01-XX-DR-A-05-0520	Existing Elevations: East	Bridge Architects

0237-BA-BAR-01-XX-DR-A-05-0521	Proposed Elevations: East	Bridge Architects
BA-BDP-01-XX-DR-L-(9-)L101 (5)	Landscape General Arrangement	BDP
BAS-BDP-ZZ-00-PL-A-2001 P04	Existing Part Ground Floor Plan and Proposed New Staircase Layout	BDP
BAS-BDP-ZZ-01-PL-A-2001 P04	Existing Part First Floor Plan and Proposed New Staircase Layout	BDP
BAS-BDP-ZZ-02-PL-A-2001 P04	Existing Part Second Floor and Proposed New Staircase Layout	BDP
BAS-BDP-ZZ-MZ-PL-A-2001 P04	Existing Part Mezzanine Floor Plan and Proposed New Staircase Layout	BDP
BAS-BDP-ZZ-XX-SE-A-3801 P05	Existing Building Section and Proposed Section Through New Staircase	BDP
BAS-BDP-ZZ-XX-SE-A-3802 P03	Existing Part Longitudinal and Proposed Section Through New Staircase	BDP

Structure of the Planning Statement

1.19 The remainder of this Statement is structured as follows:

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

2 Site Description and Context

Site Description and Planning History

- 2.1 The Site comprises the Base Building located at MSP, a strategically important location as part of Manchester's Oxford Road Corridor.
- 2.2 The Base Building is accessed off and bounded by Greenheys Lane to the West of the Site. The Site is bound by Greenheys to the North, Rutherford House to the east and Ahmadiyya Mosque and associated car park to the South.
- 2.3 The Base building was developed with the aim to provide SMEs with high-quality space without the premium associated with city centre letting costs. It was also specifically designed to enable the flexibility to accommodate larger occupants, should the interest be identified.
- 2.4 The Base building comprises 90,000 sq. ft net area of Use Class E (office) floorspace, with an internal mezzanine floor above ground level. At ground floor level the Base building includes co-working 'maker' spaces and flexible meeting rooms.
- 2.5 The mezzanine, first, second, third and fourth floors include conventional office accommodation. An external roof terrace is provided at Level Four, providing an attractive amenity space for occupants. All floors include common WC provision and lift access via three 17 person lifts.

Site Context

- 2.6 The Site is located within MSP, a vibrant science and tech community of over 150 businesses located in the heart of the Oxford Road Corridor, Manchester's "Knowledge Quarter" and innovation district.
- 2.7 MSP's attributes include: its highly accessible location; exceptional links to major research institutions; existing business base comprising innovative science and technology companies at all life-cycle stages; and a support service that encourages collaboration and co-creation.
- 2.8 Since 2014, significant progress has been made at MSP, including the delivery of the Bright Building at the heart of the park, the refurbishment of Greenheys Business Centre, the delivery of supporting infrastructure including a multi-functional public realm space, and now the Base Building. The success of these projects has shown that MSP is moving toward its vision and it is now home to more than 150 innovative businesses.
- 2.9 Bruntwood is also seeking to bring forward proposals for the redevelopment of Greenheys site, located on the site immediately to the north of Base. Whilst this is progressing in parallel with the proposed change of use at Base, the proposals are entirely distinct.
- 2.10 The proposed Greenheys development will accommodate office floorspace and four floors of commercial lab space. To ensure the building meets the specific requirements of the occupier, the building must be designed to 'Containment Level 2' laboratory standard. Due to the unique opportunity presented by the occupier, Bruntwood has decided to also deliver the remaining four floors at Containment Level 2, thereby enabling potential future expansion of the occupier and / or to attract specialist health and life science occupiers who have the same requirements.
- 2.11 The building will, therefore, be a specialised asset for MSP and the Oxford Road Corridor and will not be suitable for occupiers looking for standard office accommodation, or

‘Containment Level 1’ laboratory space. The type of floorspace proposed for the Greenheys site is therefore distinct from the commercial floorspace already provided at Base. Due to the specialist nature of ‘Containment Level 2’ laboratories, it would not be feasible or viable to refurbish Base (either whole or in part) to meet this standard. The scale of emerging proposals at Greenheys is required for site specific reasons and has provided separate justification to the LPA. Bruntwood is looking to rationalise these changes as part of a wider MSP SRF refresh.

Surrounding land Uses

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

Site Accessibility

- 2.15 MSP is within a 15-minute walking distance of all the services and facilities offered by Manchester City Centre. The Site is within a 10-minute walk of the Oxford Road Bus Corridor, one of the most heavily used bus routes in Europe subject of major investment through the Bus Priority Package. Oxford Road accommodates routes across Greater Manchester and into the City Centre, which is a public transport hub providing accessibility to a range of sustainable transport modes including rail and Metrolink services.
- 2.16 Oxford Road Station is a key public transport hub located within walking distance of the Site.
- 2.17 Manchester Piccadilly Station is also located within a 30-minute walk of the Site.
- 2.18 There are also a number of dedicated cycleways along some sections of Greenheys Lane and Higher Cambridge Street and advanced stop lines for cyclists at a number of junctions surrounding the Site.
- 2.19 Cycling infrastructure beyond the immediate vicinity of the Site is excellent with Oxford Road forming a strategic cycle link from the south into Manchester City Centre. National Cycle Route 6 is also located to the west of the Site can be accessed directly off Greenheys Lane.

- 2.20 Pedestrian accessibility to the surrounding area is very good. Existing pedestrian links are present around the Site, which leads to the primary routes towards Manchester City Centre.
- 2.21 The Site also has direct connectivity to Princess Parkway, a major arterial route into and out of the City Centre, and the M56, M60 and M62 motorways, which in turn provide access to the national motorway network as a whole.

3 The Proposed Development and Statement of Consultation

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

The Proposed Development **Proposed Use and Quantum**

- 3.2 The Proposed Development comprises the Change of use of Levels 1 and 2 from office (Use Class E) use to education floorspace (Use Class F.1).
- 3.3 The proposed educational floorspace comprises 3,382 sq.m (GIA), totalling 31% of the total 11,107 sq.m of floorspace at the Base building.

External Alterations

- 3.4 To facilitate this Change of Use, there is a requirement for the introduction of an additional internal fire escape staircase within the Base building; to meet fire regulations. This necessitates the introduction of a new external fire escape door on the eastern elevation of the building to replace an existing window. The proposed door will be designed to Secured by Design standards and to match the existing external doors.
- 3.5 As a result, there is also a requirement for associated very minor alterations to the landscaping to extend the footpath to this proposed doorway. This will comprise the removal of a small amount of planting, and the extending of the hard landscaping to the edge of the elevation of the new fire door.

Vehicle and Cycle Parking

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

Servicing and Waste Management

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

Operational Management

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

- 3.12 The proposed educational use is to also operate under 24-hour access, but it is proposed that teaching activities will only take place between 0900 and 2100. The teaching facilities will be self-contained, with all welfare facilities on the floors they occupy. The proposed operators do not have any requirement for outdoor facilities.

Statement of Consultation

Manchester City Council Local planning Authority

- 3.13 Two pre-application meetings have been held with Manchester City Council officers in July 2022 and November 2022 to discuss the proposals. As part of these discussions, the Applicant provided additional details of the proposed occupier, details of its operational model, its track record operating high education facilities and the socio-economic benefits that will be delivered through securing the occupier within Base Building.

Ward Councillors

- 3.14 All Hulme Ward Councillors were invited to a pre-application briefing in November 2022. A briefing was provided to Councillor Wright on 15 November, who raised no concerns with the proposals, but highlighted that there is a local aspiration to secure an improved pedestrian crossing across Greenheys Lane.
- 3.15 The Applicant noted the aspiration and confirmed that this would be considered in more detail as part of future phases of the MSP SRF.
- 3.16 Councillor Bayunu attended a pre-application briefing on site on 25 January, who raised no concerns with the proposals, however, was interested in the proposed community outreach measures which would be implemented in case of any disruption caused to local residents. Councillor Bayunu also queried the building's sustainability and net zero carbon credentials, and whether the Applicant had considered potential childcare arrangements for students.
- 3.17 The Applicant noted these concerns, and confirmed that a community liaison officer will be on site who can engage with the Occupier to alleviate any disruption caused by students, or as a direct consequence of the change of use.
- 3.18 The proposed change of use will not affect the building's sustainability credentials, as outlined in the original Base application (ref: 125018/FO/2019). Base is the first new development at Manchester Science Park to be designed to operate at Net Zero Carbon across common areas. The sustainability measures will help to reduce the building's carbon footprint by 22% and achieve an EPC rating A. They include 704m sq of PV solar power which is expected to generate around 114 MWh of electricity per year and a hybrid heating and cooling system with a significant reduction in refrigerant gases, resulting in lower emissions and optimised energy consumption. Over 360m sq of carpet from the old Base building has been recycled - 60% of which will be reused as flooring finishes, while the remaining will be turned into useful energy through a waste-to-energy facility.
- 3.19 Whilst it is not possible to predict the childcare requirements of future students, it is recognised that some students may seek to make use of local childcare provision. All students will be given direct access to the educational operator's student liaison officer, who will be able to assist with any associated requirements or wider wellbeing needs.

Universities

- 3.20 The University of Manchester and Manchester Metropolitan University have been consulted on the proposals as shareholders of MSP, regarding the proposed change of use at Base.

- 3.21 Neither University has objected to the change of use or raised any concerns or further actions for the Applicant to address.

4 Planning policy and Site-Specific Planning Considerations

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

Principle of Use

Policy and Guidance

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

- 4.10 The Oxford Road Corridor Strategic Spatial Framework (SSF) also recognises that the presence of higher-education institutions combined with investment in new research, incubation, and science park facilities are important to continue positive development in the Oxford Road Corridor.
- 4.11 Draft policy JP-S 4 of the February 2022 Submission Stage Draft Greater Manchester Places For Everyone Joint Development Plan (August 2021) outlines in that to improve resilience a key measure is to promote significant enhancements in education, skills and knowledge.
- 4.12 Draft Policy JP-P 5 also states that significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted, by enabling the delivery of new further and higher education, and adult training and by supporting the continued growth and success of the university sector through enabling the delivery of new and improved facilities.
- 4.13 Whilst the Places for Everyone Joint Development Plan is not adopted it is at the final stage of consultation and so it is considered to carry some weight in the determination of planning applications.
- 4.14 Paragraphs 95 and 96 of the NPPF also state that local planning authorities should take a proactive and positive approach to development that will widen choice in education.

Applicant's Response:

- 4.15 The Site is located within the Oxford Road Corridor which is the focus point for the knowledge economy. Specifically, it is within MSP, an exemplar global urban science park with a focus on the science, digital and technology sectors.
- 4.16 In the context of Policy EC2, the Applicant has assessed the hypothetical economic contribution that would be made by the two floors if they were retained as commercial office space in accordance with the original Base Planning Permission. The original permission concluded that between 230 and 800 new jobs would be created on-site (dependent on the final mix of occupiers). Assuming Levels 1 and 2 were 100% occupied at the highest anticipated density for the building, the commercial floorspace would generate a Direct Employment GVA of £150.3m over a ten year period.
- 4.17 It is necessary to highlight that the existing floorspace is not currently occupied and therefore the proposed Change of Use will not result in the loss or relocation of economically productive jobs. Conversely, the Occupier presents a live opportunity that will bring demonstrable direct and indirect socio-economic benefits to MSP and the wider Oxford Road Corridor eco-system. Within this context, the Economic Impact Assessment Briefing Note, prepared by Ekosgen, identifies the following socio-economic benefits that will arise from the proposed Change of Use:
- By 2032/33 there will have been 8,279 undergraduate and postgraduate students graduating. Applying Manchester's graduate retention rate of 43%, over the first ten years of operation more than 3,500 skilled graduates and postgraduates will be added to Manchester's workforce, helping to address skill shortages and adding to the stock of well qualified young people to support the city's growth.
 - The Occupier has a target for 22% of the student body to be from postcodes and/or groups with low participation in Higher Education (2020/21 ARUL Rate).
 - By year ten (2032/33), the cumulative annual benefits associated with learning related productivity improvements is estimated to be £68.5m.
 - The students learning at Base will deliver benefits through spend in the local economy, which in turn supports jobs and generates GVA. Once the facility is

operating at capacity, over £15m per year will be spent by students in the local economy, excluding housing, household bills and other non-local expenditure. Over the first 10 years around £127.9m will be spent locally supporting an average of 103 FTE jobs, and generating GVA of £55.6m.

- It is estimated that around 12 subcontractors from the local area will be utilised supporting around 80 jobs during fit out over a 15 to 17-week period.
- Upon opening for the 2023/24 academic year, 30 full time equivalent (FTEs) positions will be recruited by the Occupier and accommodated at Base, including teaching staff, administrators and admissions. This is expected to increase to 60 permanent FTEs and by 2025/26 an additional 30 FTE lecturers will be recruited. 4 FTE contracted cleaners and security staff will also be accommodated at the Site from 2023/24. This equates to 94 FTEs from 2026/27 onwards for the Occupier with the remaining floors of Base remaining as commercial office floorspace.
- Overall, across the first ten years, the total GVA is expected to £100.9m, a net reduction in £49.1m compared to what was estimated for the consented use. However, with consideration of the anticipated Human Capital Productivity Uplift (£68.5m), the overall operational benefits of the proposed Change of Use is estimated to be £169.4m over the first ten years of operation.

- 4.18 When considered against the MSP SRF 2018 indicative masterplan, the overall change of floorspace equates to 0.26% of the 1.3 million sq. ft of workspace and laboratory space that is anticipated to be brought forward. As such, the overriding characteristic and industry focus of MSP will be maintained, in line with Bruntwood SciTech's operational model and objectives for MSP. Furthermore, the education use will serve to meet an identified need for accountancy graduates, make a positive contribution to the MSP and Oxford Road Corridor ecosystem and ensure MSP's strategic objectives can be maintained in the long term.
- 4.19 At a more strategic level, Places for Everyone draft Policy JP-P 5 states that significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted, by enabling the delivery of new further and higher education, and adult training and by supporting the continued growth and success of the university sector through enabling the delivery of new and improved facilities.
- 4.20 The Proposed Development will act to diversify the graduate stream within Manchester and provide a further higher-education provider within the Oxford Road Corridor providing undergraduate and post-graduate education within the Accounting and Business sector, with courses in Health and Social Care, and Healthcare Business Administration.
- 4.21 The courses proposed align directly with the target sectors of MSP providing a new complimentary graduate employment cohort, supporting the ambitions set out within the MSP SRF to attract occupiers from a range of technical sectors.
- 4.22 It will promote MSP as a true part of the Oxford Road Corridor's ecosystem offering education, alongside space for start-up businesses. It will help to upskill and provide employment growth to support growing businesses within MSP and the Oxford Road Corridor; one of the world's largest clusters of health research, practice and commercial development, and home to Manchester's Universities and hospitals.
- 4.23 For the reasons above, we consider that the proposed change of use is in accordance with planning policy and is of a scale and nature that will enable the strategic vision and objectives for MSP to be maintained, whilst also delivering a range of demonstrable benefits for MSP, the Oxford Road Corridor and the region.

Transport and Parking

Policy and Guidance

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

Applicant's Response:

- 4.29 The Base Building currently features 66 cycle parking spaces, which includes 42 allocated secure cycle parking spaces accommodated internally within the building and 24 spaces on the external Sheffield Cycle Stands. The Site also includes three permanent accessible car parking spaces within the immediate vicinity of the building, which will be unimpacted by the Proposed Development. These accessible spaces will be allocated as required.
- 4.30 As detailed within the Transport Statement Addendum produced by Curtins, fully occupied there could be up to a maximum of 500 students and 58 staff present at site at any one time. However, this is considered the worst-case scenario, and it is anticipated that daily staff and students would not regularly reach this capacity.

- 4.31 It is also envisaged that not all of the staff and students attending the site would choose to visit the site by bicycle as, given the accessible nature of the site, it is expected that people will use other modes of sustainable transport such as walking and public transport.
- 4.32 Notwithstanding, as part of the Travel Plan measures, the use of cycle spaces would be monitored, and the number of spaces can be increased in the future (through the installation of additional cycle shelters) if there is demand for additional spaces.
- 4.33 The Transport Statement Addendum confirms that the proposed Change of Use is not anticipated to produce any significant increases in traffic (compared to the existing use). It is anticipated that the majority of users would attend the Site via sustainable modes of transport, whilst the Applicant places a focus on sustainable travel planning.
- 4.34 The measures set out in the Iterative Travel Plan submitted in support of the Base Planning Application and as part of this application will be adopted by the Occupier. It is requested that a condition similar to that included on the Base Planning permission (Ref. 125018/FO/2019) as shown below is reflected on any subsequent Decision for this application:
- “Within six months of the first use of the development, a revised Travel Plan which is consistent with the Interim Travel Plan submitted as part of the application and which takes into account the information about travel patterns gathered following the opening of the building shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.”*
- 4.35 In light of the above, it is considered that the Proposed Development supports local and national sustainable travel objectives and complies with local and national policy in respect of transport and parking.

Waste and Servicing

Policy and Guidance

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

Applicant's Response:

- 4.37 The proposed arrangements for management of waste during operation are set out within the Waste Management Strategy Addendum, prepared by Curtins.
- 4.38 As detailed in this Waste Management Strategy Addendum prepared by Curtins, the Proposed Development would not necessitate any significant additional waste requirements and the existing bin store and waste storage provision is considered sufficient for the Proposed Development.
- 4.39 As with the current arrangement, the proposed operator will provide their own recycling and general waste bins which will be emptied into the Base Eurobins. The Eurobins will then be wheeled direct from the ventilated storage area to the refuse lorry parked within the on-site servicing area on the day of collection. They will be returned immediately after collection by building management.
- 4.40 As such, the Proposed Development aligns with Core Strategy Policy EN19.

Safety and Security

Policy and Guidance

- 4.41 Policy DM 1 (Development Management) states that all development should have regard to community safety and crime prevention.

Applicant's Response:

- 4.42 Under Condition 4 of the Base Planning Permission Ref. 125018/FO/2019, the development is required to be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and to receive written confirmation of the Secured by Design accreditation.
- 4.43 The proposed new emergency escape door on the eastern elevation has been designed to be fully in accordance with these Secured by Design recommendations.
- 4.44 The existing Base building operates under 24-hour access, with the external terrace available for use between the hours of 08:00 and 22:00 Monday to Sunday.
- 4.45 Therefore, it is considered that safety and security arrangements comply with local and national policy.

Design

Policy and Guidance

- 4.46 Core Strategy Policy EN 1 (Design Principles and Strategic Character Area) states that all development should have regard for the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised.
- 4.47 Within the Oxford Road Corridor (Higher Education Precinct) Character Area in which the Site is located, Policy EN1 states that a balance between built form and open space which allows for easy movement through and across the area will be required.
- 4.48 Policy DM (Development Management) also states that all development should have regard to appropriate siting, layout, scale, form, massing, materials and detail. Development should also have regard for the impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

Applicant's Response:

- 4.49 The Proposed Development requires only minor external alterations to the east elevation of the Base building through the replacement of a window with a fire escape door. This is required due to the need for an additional internal staircase to meet fire regulations.
- 4.50 It has been designed specifically to replace an existing window and thus to not interfere with the regularity and pattern of the eastern façade.
- 4.51 The proposed amendments to the landscaping are localised to the small area of existing soft landscaping in front of the proposed emergency exit and will provide a means of fire escape for building users. The hard landscaping materials will match those existing on-site and so the changes are not considered to affect the overall appearance of the Base development.
- 4.52 As such, the Proposed Development is considered to be in accordance with local and national planning policy in relation to design.

Noise and Vibration

Policy and Guidance

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

Applicant's Response:

- 4.56 An Environmental Noise Assessment was undertaken by BDP as part of the original planning application. This provided suitable assessment acoustic criteria relating to internal ambient noise levels and external plant and equipment noise emissions resulting from the operation of the Base development.
- 4.57 It provides suitable noise limits for fixed plant installations associated with the Base development.
- 4.58 An External Plant Noise Assessment prepared by Stroma was then submitted to Manchester City Council against Condition 18a which was subsequently discharged in May 2022.
- 4.59 Subsequently, to fully discharge Condition 18, a Building Services Noise Commissioning Measurements Report, produced by Stroma Built Environment, which includes a verification assessment of acoustic insulation, was submitted to Manchester City Council in October 2022.
- 4.60 An Acoustic Note has now been prepared by Stroma in support of this application to review plant noise egress as a result of the change of use and sets-out the noise limits that would need to be complied with, in order to be compliant with the Local Planning Authority noise limits applying the cumulative operation of all landlord and tenant plant at Base.
- 4.61 In summary, all predicted plant noise rating levels are below the assessment limits.

Operational Management

Policy and Guidance

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

Applicant's Response:

- 4.63 The office reception will be staffed during standard office hours (09:00 to 17:00) to allow visitors to be vetted before being permitted access to the building.

- 4.64 The occupied space will be subject to monitored operational management strategy to ensure its successful operation, which future occupiers and users will be expected to adhere to.
- 4.65 The existing Base Building operates under 24-hour access; with the external terrace available for use between the hours of 0800 and 2200 Monday to Sunday.
- 4.66 The proposed educational use is to also operate under 24-hour access, but it is proposed that teaching activities will only take place between 0900 and 2100. The teaching facilities will be self-contained, with all welfare facilities local to the floors they occupy. The proposed operators do not have any requirement for outdoor facilities
- 4.67 The entirety of MSP operates under a no smoking policy. The proposed operator will brief all staff and students on this policy, and any recurring rule breakers will be directed to the proposed operator to be reminded of their obligations and expectations.
- 4.68 Students will be encouraged to exit the building and make their way toward the bus stops on Greenheys Lane, which provide regular services to Piccadilly Gardens for access to the tram and train network. It is also anticipated that students will exit and make their way toward Oxford Road for trains to Oxford Road Station, for services around Greater Manchester and the North West.
- 4.69 In summary, suitable operational management procedures are in place to mitigate against any potential impact on amenity.

5 Summary and Conclusions

- 5.1 This Statement accompanies an application for the Change of Use of Levels 1 and 2 of the Base Building at MSP from Use Class E (Office) to F.1a (Education) and Full Planning Permission for associated minor external alterations on the eastern elevation for the inclusion of a new fire escape door and associated minor landscape amendments (the “Proposed Development”).
- 5.2 The Site comprises the Base Building which secured planning permission in October 2019 (Ref. 125018/FO/2019) and recently completed construction in July 2022. The Base Building is a five-storey building comprising offices (Use Class E) and ancillary workshop and maker space, together with associated disabled car and cycle parking, plant equipment and landscaping. Levels 1 and 2 of the Base building comprise office floorspace.
- 5.3 The description of development as stated on the Application Form for Change of Use and Full Planning Permission is:
- “Change of use of Levels 1 and 2 of the Base building from office use (Use Class E) to Education use (Use Class F.1a) and Full Planning Permission for associated external alterations to the east elevation façade and landscaping from the inclusion of a new fire escape door.”*
- 5.4 The Occupier presents a live opportunity that will bring demonstrable direct and indirect socio-economic benefits to MSP and the wider Oxford Road Corridor eco-system. Within this context, the Economic Impact Assessment Briefing Note prepared by Ekosgen identifies a range of socio-economic benefits that will arise from the proposed Change of Use.
- 5.5 The Proposed Development will act to diversify the graduate stream within Manchester and provide a further higher-education provider within the Oxford Road Corridor providing undergraduate and post-graduate education within the Accounting and Business sector, with a specific focus on Health and Social Care, and Healthcare Business Administration.
- 5.6 The courses proposed align directly with the target sectors of MSP providing a new complimentary graduate employment cohort, supporting the ambitions set out within the MSP SRF to attract occupiers within the digital and health sectors.
- 5.7 It will promote MSP as a true part of the Oxford Road Corridor's ecosystem offering education, alongside space for start-up businesses and will support the objectives set out within the Development Plan, and the City's wider strategic regeneration objectives.
- 5.8 In conclusion, a detailed assessment of the Proposed Development has been undertaken against planning policy. Taking all of this into account, it can be concluded that the Proposed Development is considered to be in accordance with the Development Plan when considered holistically. It is further supported by the assessment of other material considerations, including the endorsed Oxford Road Corridor SRF and the NPPF, and it has been demonstrated that the Proposed Development will deliver the overarching economic and social objectives of sustainable development as a whole. As such, the Proposed Development therefore merits the support of the local planning authority.



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