



Ev0 Building – Didsbury Technology Park,
Princess Road, West Didsbury
Planning Statement

October 2022

Contents

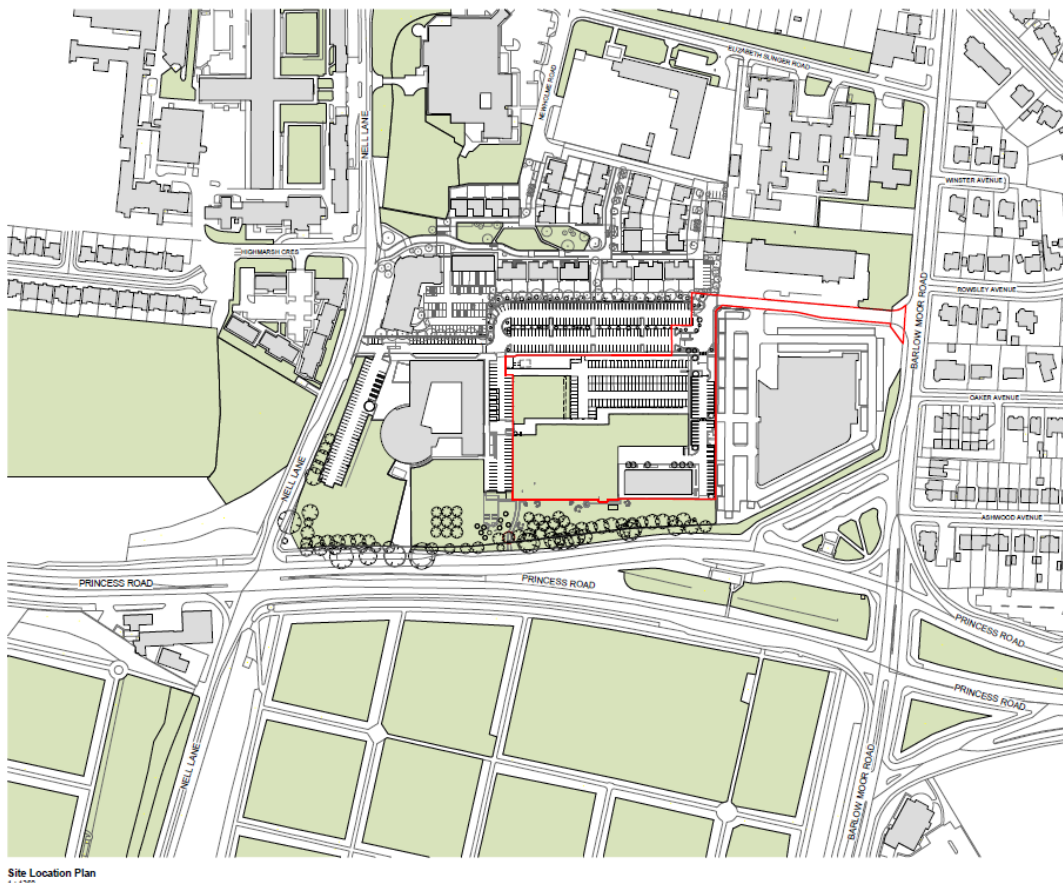
1.	Introduction	2
2.	Site and Surroundings	7
3.	Proposed Development	11
4.	Economic, Strategic and Regeneration Context	17
5.	Development Plan and Material Considerations	25
6.	Consideration of Proposed Development	33
7.	Summary and Conclusions	53

1. Introduction

Introduction

- 1.1. This Planning Statement (the 'Statement') accompanies an application for Full Planning Permission submitted on behalf of Bruntwood (Didsbury TP) Ltd (the "Applicant") to Manchester City Council (MCC). The Statement is supported by a Green and Blue Infrastructure Statement within Section 6.
- 1.2. The planning application relates to land, which is located on Princess Road, Manchester, as shown in Figure 1.1. The application proposes 10,409 sq. m GEA commercial floorspace for flexible Grade A offices with ancillary ground floor café, in addition to a car park deck, reconfigured surface parking, junction improvements and landscaping.
- 1.3. The Ev0 building has been designed with sustainability at the forefront and aims to be one of the lowest carbon workspaces in the United Kingdom once completed. It will also be one of the largest timber framed office buildings, which is an essential component of achieving net zero carbon development. All of the energy supplied to the development will be generated on site through solar PVs or through Bruntwood Group's co-operative windfarm.
- 1.4. The aim for Ev0 is to act as a blueprint for future low carbon workspaces. It will also feature smart technology, innovative architectural and interior design, greenery throughout and wellness facilities, all aimed at creating a building for the future.
- 1.5. This planning application represents the on-going regeneration of Didsbury Technology Park and is in accordance with both saved UDP Site Allocation DB12b and the strategic objectives of the endorsed Siemens Development Framework (2014).

Figure 1.1 – Site Location Plan



Masterplan Context

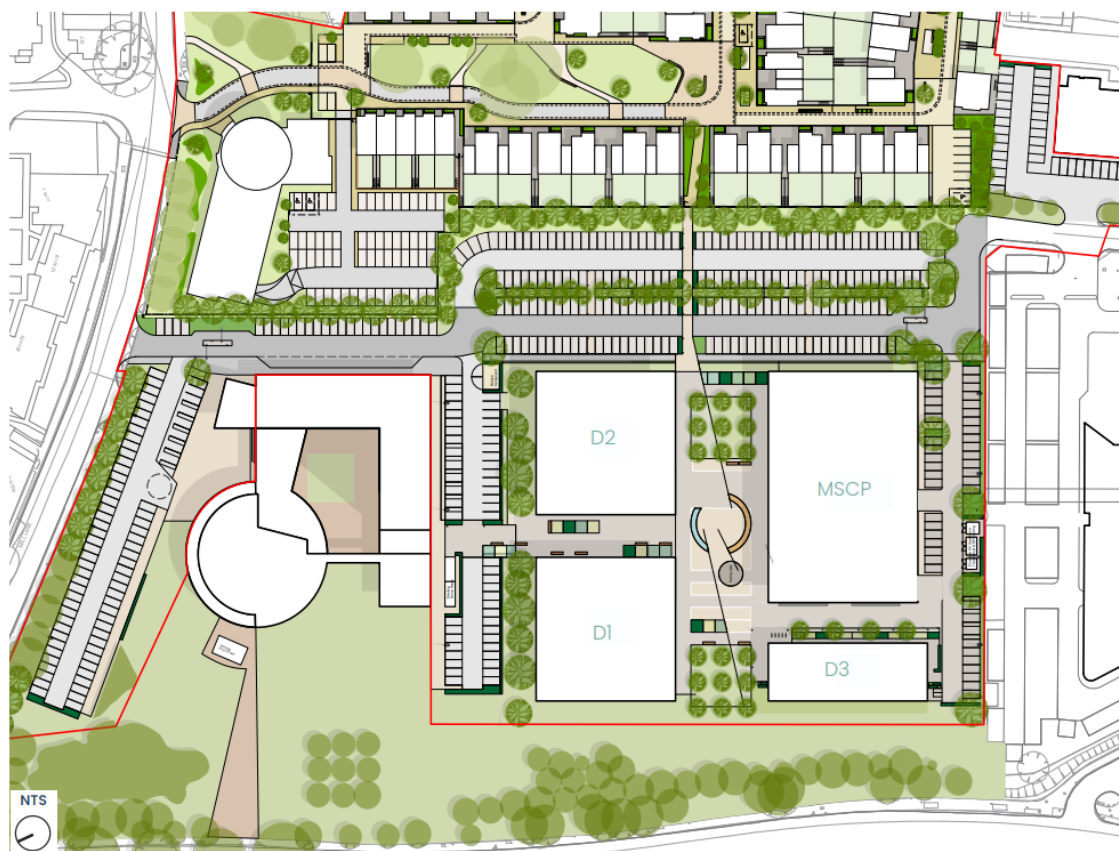
- 1.6. The Site forms one part of a larger strategic development site, which is allocated by saved UDP Policy DB12b of the Manchester City Council Unitary Development Plan (saved policies). More recently, the Siemens Princess Road Campus Development Framework was endorsed by Manchester City Council in November 2014. The Development Framework provides the high level development principles for future development proposals and has been considered in the development of this application and the illustrative masterplan for the wider site.

Figure 1.2 Saved UDP Policy DB12b Site Allocation (the 'wider site'). Source: Manchester City Council



- 1.7. On 17 March 2017, permission was granted for the erection of a three storey commercial building for a flexible office building (now referred to as 'Ohm Building'. The building has been completed and is currently fully occupied by both Siemens and The Orth Team. As part of this planning permission, an Illustrative Masterplan was submitted for approval, indicating the site layout and proposed phasing of masterplan delivery. Planning permission for the residential component of the masterplan was also approved in 2017. Following a series of further amendment and Reserved Matters applications, the residential phase has been completed and is now fully occupied (now referred to as 'Green Walk').
- 1.8. An 'Illustrative Masterplan' was submitted alongside the above applications to outline the form that a future masterplan was expected to take. Whilst the illustrative masterplan has evolved and been refined over the past five years, the current proposals are demonstrably consistent with the overarching masterplan principles identified within the 2014 Development Framework and the 2016 Illustrative Framework.

Figure 1.3 – 2016 Illustrative Masterplan (Source: Sheppard Robson)



The Applicant

- 1.9. Bruntwood Works is a part of Bruntwood, which is a leading commercial property company with operations in multiple locations across the UK. Bruntwood develops and operates a number of commercial properties throughout the UK including several high-profile buildings in Greater Manchester as well as the OHM Building in Didsbury Technology Park.
- 1.10. Bruntwood is an extremely experienced developer with an objective to create thriving cities. It has a strong track record of delivering and operating high quality commercial office schemes across the City, including Citylabs, Bright Building and Circle Square.
- 1.11. Bruntwood's vision for the Site is to create a pioneering, low carbon development as part of a coherent masterplan that will contribute to reinvigorating the Site in accordance with the key development principles set out within the Development Framework.

Description of Development

- 1.12. This Full planning application is for:

"Construction of a ground plus five storey commercial office building (Use Class E(c)(i,ii,iii), Use Class E (g)(i,ii)), with ancillary café on ground floor (Use Class E(b)), erection of ground plus two storey car park deck (Sui Generis) together with landscaping and highway works, and other associated works."
- 1.13. A full description for the proposals is provided in Chapter 3 of this report.

Pre-Application Consultation

- 1.14. The application proposals have been submitted following pre-application consultation with Officers at Manchester City Council, local Ward Councillors, and a wide range of statutory consultees.
- 1.15. Engagement with the local community was undertaken over the course of 4 weeks from 17 May 2022 until 17 June 2022. In summary, the public consultation included:
- Distribution of 769 leaflets to addresses in the local area;
 - Press coverage in local and national media;
 - Social media publicity;
 - Direct Ward Councillor briefings;
 - A consultation website providing details of the forthcoming proposals and providing stakeholders with the opportunity to provide feedback;
 - Direct invitations sent to key local stakeholders, including West Didsbury Residents' Association, Paupers Wood Forest School, Lancastrian and Birches Schools, Green Walk residents (via the management company) and other landowners within the Didsbury Technology Park site;
 - An online public briefing, including Q&A; and
 - A public exhibition held at Sir William Siemens House, providing local residents and stakeholders with the opportunity to view the plans; and discuss the proposals with members of the project team.
- 1.16. A total of 13 individuals were recorded as attending the live webinar and a total 13 attended the physical public exhibition. Over the consultation period the website (Appendix 4) received approximately 962 visitors and 21 responses were submitted. Further details of the pre-application consultations and discussions, together with a summary of how any comments have been taken into account in the design development as relevant, are contained within the supporting Statement of Community Consultation (SCC).

Application Documentation

- 1.17. The application is supported by the following documents, which can be cross referenced to the information provided in this Statement:
- Planning Application Form and Ownership Certificates;
 - Covering Letter prepared by Deloitte;
 - Application Site Boundary and Location Plan prepared by Sheppard Robson;
 - Existing and Proposed site plans, sections and elevations (including drawing schedule) prepared by Sheppard Robson;
 - Landscaping Design and Access Statement including Illustrative Masterplan, Lighting Strategy and associated landscaping drawings prepared by Layer Studios;
 - Water Easement Plan prepared by Layer Studios;
 - Accommodation Schedule prepared by Sheppard Robson;
 - Design and Access Statement incorporating Waste Management and Servicing Strategy prepared by Sheppard Robson (with input from Curtins);
 - Planning Statement (including Green and Blue Infrastructure Statement) prepared by Deloitte;
 - Economic Case prepared by Ekosgen;
 - Statement of Community Consultation prepared by Deloitte;
 - Topographical Survey prepared by Bruntwood;
 - Flood Risk Assessment and Drainage Strategy prepared by Ramboll;

- Environmental Standards Statement including Energy Strategy and BREEAM Pre-Assessment prepared by Ramboll;
- Townscape and Visual Impact Assessment prepared by Layer Studios;
- Heritage Statement prepared by Deloitte;
- Crime Impact Statement prepared by Greater Manchester Police: Design For Security
- Preliminary Risk Assessment and Ground Conditions Report (including confirmation letter) prepared by Ian Farmer Associates;
- TV Reception Survey prepared by G-Tech;
- Local Labour Agreement prepared by Bruntwood;
- Ventilation Strategy prepared by Ramboll;
- Archaeological Desk Based Assessment prepared by WYG;
- Arboricultural Survey prepared by Brookes Ecological;
- Ecology Phase 1 Desk Survey prepared by Brookes Ecological;
- Acoustic Report prepared by Ramboll;
- An Environmental Statement of the proposals, comprising:
 - Volume 1: Environmental Statement including:
 - Introduction
 - Methodology
 - Site, Surroundings and Description of Proposals
 - Consideration of Alternatives
 - Construction Management and Phasing
 - Traffic and Transport
 - Air Quality
 - Human Health
 - Climate Change
 - Type 1 Cumulative Effects
 - Summary of Residual Impacts
 - Volume 2: Technical Appendices
 - Transport Statement and Framework Travel Plan
 - Air Quality Assessment
 - Volume 3: Non-Technical Summary

Structure of the Planning Statement

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

- **Section 2** – provides a description of the site and surrounding area;
- **Section 3** – describes the form of the application and development proposals;
- **Section 4** – sets out the economic, strategic and regeneration context of the scheme and importance of the proposals to Manchester;
- **Section 5** – describes the wider illustrative masterplan to be brought forward in the context of the Development Framework;
- **Section 6** – assesses the proposals against national and local planning policy;
- **Section 7** – provides a broader planning assessment of the site specific planning issues; and
- **Section 8** - concludes by summarising the case for the grant of Planning Permission.

2. Site and Surroundings

Masterplan Site Description

- 2.1. The wider Masterplan Site is bound by Princess Road and the Southern Cemetery to the west, Barlow Moor Road and residential properties to the south and Nell Lane and the former Withington Hospital residential development to the north. The Birches and Lancastrian schools and a police station adjoin the site to the east.
- 2.2. The Masterplan Site extends to approximately nine hectares and is comprised of a mixture of buildings from residential, commercial and healthcare uses. In February 2015, Planning Permission was granted (ref: 107473/FO/2014/S1) for the redevelopment of the southern part of the wider site for the erection of a four storey building to form Spire Manchester Private Hospital along with associated car parking and landscaping.
- 2.3. The Masterplan Site was subject to two further planning applications forming the first two phases of the adopted Illustrative Masterplan (**Figure 1.3**) which have now been fully completed and occupied:
 - OHM Building (Phase 1) – Three storey commercial building containing office space for Siemens and The Orth Team with associated car parking and landscaping located to the southwest of the Masterplan Site.
 - Green Walk and Quantum House (Phase 2) – Residential development including apartment building comprising 50 apartments and 45 new homes with associated car parking and landscaping located to the east of the Masterplan Site.
- 2.4. There are, however, buildings that existed prior to the adoption of the Illustrative Masterplan. To the south east of the Masterplan Site is The Renewable Energy Engineering Centre (the REEC Building) whilst to the north west is Sir William Siemens House (SWSH) and associated car parking.
- 2.5. This planning application relates to the next phase of development within Didsbury Technology Park (**Phase 3**) and will deliver flexible Grade A office space with ancillary ground floor café, in addition to a car park deck, reconfigured surface parking, junction improvements and landscaping within D1 and the MSCP of the Illustrative Masterplan. The framework identifies that Plot D2 of the Illustrative Masterplan will be suitable for additional commercial / office space but these do not form of the Proposed Development.
- 2.6. As shown in Figure 1.2 of Section 1 the Masterplan Site has been allocated by Manchester City Council for economic development under Saved UDP Policy DB12. It states that further development will be permitted at Siemens, Princess Road however proposals should have regard to the need to minimise impact on environmental quality, the character of the area, residential amenity and traffic movements.

Application Site Description

- 2.7. The Phase 3 Site extends to approximately 1.67 hectares and is bounded by Sir Williams Siemens House to the north, surface level car parking to the east, Spire Manchester Private Hospital to the south and a lawned area to the west (with Princess Parkway beyond). A Site Location Plan is included in Figure 1.1 of Section 1.
- 2.8. The Site currently comprises a surface level car park for c. 189 car parking spaces to the east (121 spaces allocated to Siemens and 68 spaces allocated to Ohm Building). A managed lawn area forms part of the northern end of the Site, with the OHM building and associated landscaping and car parking in the south west. The Site can be accessed via Nell Lane to the north, or from the south via Barlow Moor Road.

Surroundings

- 2.9. The Site is located within the Didsbury West Ward, but also lies adjacent to the Chorlton Park Ward to the west. Beyond Princess Road (A5103) to the west lies the Southern Cemetery and the Christie Fields commercial development on the junction of Princess Street and Barlow Moor Road.

- 2.10. West Didsbury is located to the east of the Site, with two schools (The Birches School and Lancastrian School), a number established residential developments and West Didsbury police station within the immediate vicinity.
- 2.11. Beyond Nell Lane, to the north of the Site, lies a predominantly residential area comprising new build properties and the redeveloped Withington Hospital (Grade II). A small area of planting also lies immediately to the north of Nell Lane, on the junction of Princess Road and Nell Lane with Didsbury High School just beyond.
- 2.12. To the south and east of the Site, beyond the old hospital site, across Barlow Moor Road, and across Elizabeth Slinger Road the area is predominantly within residential use.
- 2.13. The Albert Park Conservation Area is located approximately 400m from the Site. The nearest listed buildings are the old Withington Hospital site (Grade II) to the north and the Alcock Monument (Grade II), Church of England Chapel (Grade II) and Roman Catholic Chapel (Grade II) within Manchester Southern Cemetery to the west.
- 2.14. West Didsbury local centre is located approximately 400m to the east of the Site on Burton Road, providing a mix of shops, bars and restaurants.

Highways and Transport

- 2.15. Princess Road (A5103) provides direct access to Manchester City Centre to the north and the M60 to the south. Princess Road is a key arterial route into the city centre from Manchester Airport, the M6 and M60. Barlow Moor Road (A5145) to the south of the Site is also a major access road within south Manchester.
- 2.16. The Site's location on these major access roads provides excellent access to bus services running along Princess Road, Barlow Moor Road, Burton Road and Palatine Road. The Site is also within half a mile of the Withington Metrolink stop and within walking distance of Burton Road Metrolink stop, providing access via public transport to Manchester City Centre and Manchester Airport.

Environmental Designations

Ecology

- 2.17. There are no sites with Environmental Designations with respect to Ecology within the proposed EIA development. Furthermore, there are no identified sites within the immediate vicinity of the site.

Flood Risk

- 2.18. According to the Environment Agency Flood Map, the Site is located within Flood Zone 1 which is defined as land having less than 1 in 1,000 annual probability of river or sea flooding. The Rochdale Canal is located circa 50m southeast of the Site, behind Brownsfield Mill.
- 2.19. The Site also falls within the Conurbation Core Critical Drainage Area in the Salford and Trafford Critical Drainage Area (CDA), designated in 2011.

Heritage

- 2.20. The Site is not located within a Conservation Area. The Albert Park Conservation Area is located approximately 500m to the east of the Site.
- 2.21. There are no Listed Buildings located on the Site; however, some heritage assets have been identified in the vicinity of the Site within a 500m radius:
 - Manchester Southern Cemetery – Grade II Listed
 - Entrance Lodges, Piers, Screen and Gates of Withington Hospital – Grade II Listed
 - Withington Hospital (Principal Administrative Block) – Grade II Listed
 - Roman Catholic Chapel in Manchester Southern Cemetery – Grade II Listed
 - Church of England Chapel in Manchester Southern Cemetery – Grade II Listed
 - Alcock Monument in Centre of Manchester Southern Cemetery – Grade II Listed

- Christ Church – Grade II Listed

Air Quality

- 2.22. A small part of the Site is located in the Greater Manchester Air Quality Management Area (AQMA), owing to the high volumes of vehicular traffic on Princess Road on the site's western boundary.

Ground Conditions

- 2.23. Ian Farmer Associates prepared a Preliminary Investigation Report (dated December 2015) and Ground Investigation Report (dated January 2017) for the planning application, which was approved on 17 March 2017 as part of the proposals for the OHM Building. This information covers the entire masterplan area (which includes the land to which this application relates).
- 2.24. The results of soil analysis indicate that there is only a very low risk to end users of the site from soil contamination.
- 2.25. There was no visual evidence of bulk asbestos contamination or evidence of ACM's during site work. The extremely low fibre concentrations indicate that there would not be significant risks to end-users or construction workers from asbestos.
- 2.26. The ground conditions encountered at the site indicate that the risks to ground water would be very low and it is considered unlikely that further assessment of the risks to controlled waters may be required.
- 2.27. Initial gas monitoring determined the presence of methane and carbon dioxide, however these can be considered as Characteristic Situation 2; low risk.
- 2.28. As part of the pre-application process, the EHO was consulted on the basis of the Ian Farmer survey and the supporting letter (dated 12 May 2022).
- 2.29. On the basis of the above it can be concluded that ground conditions of the Site are suitable for the Proposed Development and will not pose any risk to the users.

Planning History

- 2.30. A planning history search for the Site has been undertaken using Manchester City Council's Public Access system. The results of the search have identified the following planning permission which is of relevance to the current application:

Planning Application Reference	Description	Decision	Decision Date
114283/FO/2016	Erection of three storey commercial building (for a flexible B1 office or D1 non-residential healthcare use) together with associated car parking, landscaping, highway works, associated works and the reconfiguration of existing car parking	Approved	17 March 2017
118252/NMC/2017	Non-material amendment application to planning approval 114283/FO/2016 to allow for amendments to the car parking layout as a result of water easements, surface of the car park, introduction of electric vehicle charging points, and omission of link footpath	Approved	20 December 2017
118086/JO/2017	Variation of condition 2 (approved plans) from planning approval reference 114283/FO/2016 to allow for amendments to the proposed landscaping, extension to plant screen area at roof top level of building, and elevational alterations	Approved	25 January 2018
119674/FO/2018	Construction of a new footpath link with low level lighting bollards, a new plinth for proposed condenser units and a motorcycle shelter for 6 spaces	Approved	25 May 2018

- 2.31. It is also noted that the Green Walk residential development to the north was approved via planning reference 117303/FO/2017 and 114529/OO/2016. The opportunity for residential development in this location is identified within the Siemens Masterplan 2014.

3. Proposed Development

- 3.1. This section of the Statement provides details of the Phase 3 application proposals.
- 3.2. This chapter should be read in conjunction with the application drawings and design and Access Statement prepared by Sheppard Robson and Layer.

The Proposals

- 3.3. The description of development is:
- “Construction of a ground plus five storey commercial office building (Use Class E(c)(i,ii,iii), Use Class E (g)(i,ii)), with ancillary café on ground floor (Use Class E(b)), erection of ground plus two storey car park deck (Sui Generis) together with landscaping and highway works, and other associated works.”
- 3.4. Table 3.1 sets out the application proposals for the commercial element:

Table 3.1 – Proposed Office Building

Proposed Development	
<i>Proposed Uses</i>	Office Space (Use Class E(c)(i,ii,iii), Use Class E (g)(i,ii)), with ancillary ground floor Café (Use Class E (b))
<i>Proposed Height</i>	Ground plus five storeys, rising to approximately 26.75m AGL
<i>Proposed Floorspace</i>	Office: 10,409 sqm (GEA) / 10,152 sqm (GIA) Café: 185 sqm (NIA)
<i>Proposed Cycle Parking</i>	10 visitor cycle parking spaces outside the building and 100 cycle parking spaces located within the proposed car park deck adjacent to the office building.
<i>Parking Provision</i>	See table 3.2 and 3.3 below for further info.

- 3.5. Table 3.2 sets out the application proposals for the car park deck:

Figure 3.2 Proposed Car Park Deck

Proposed Development	
<i>Proposed Uses</i>	Car park deck (Sui Generis)
<i>Proposed Height</i>	Ground plus two storeys, rising to approximately 10.5 AGL
<i>Proposed Floorspace</i>	6,390 sqm (GEA)
<i>Proposed Cycle Parking</i>	100 cycle parking spaces.

3.6. Table 3.3 sets out the proposed car parking figures:

Figure 3.3 – Car Parking Quantum

Zone	Allocated To	Proposed Car Parking				Location	Access Control
		Standard	Accessible	EV	Total		
Commercial (DTP)	Siemens	100 (-21)	0 (0)	0 (0)	100 (-21)	Plot for building D2	Barriers
Commercial (DTP)	Ohm Building	64 (0)	4 (0)	0 (0)	68 (0)	Adjacent to OHM	Barriers
Commercial (DTP)	Ev0 Building	220 (+220)	12 (+12)	46 (+46)	232 (+232)	Within the Site	Barriers
Commercial (DTP)	Spaces for Building D2	62 (+62)	3 (+34)	13 (+13)	65 (+65)	Within the Site	Barriers
Total		446	19	59	465		

N.B. The figures in brackets represent the change the existing provision.

Layout and Orientation

- 3.7. A main principle of the masterplan design is to improve safe permeability through the site for pedestrians and cyclists. A series of clearly defined and accessible areas are therefore proposed to ensure the site promotes active travel and knits the proposals into the surrounding area.
- 3.8. Vehicular movements have been an integral consideration to the masterplan and those wishing to access the Ev0 building or The Ohm Building will only be able to access or exist the site via the entrance on Barlow Moor Road.
- 3.9. The creation of a welcoming external environment to provide amenity for users of the new users and the established campus community including the Sir William Siemens House and Ohm buildings, as well as users of the adjacent Spire Hospital.
- 3.10. The development of the site aims to create a central landscaped space which connects Ev0, D2 (future office development) and Ohm and the car park deck.
- 3.11. The entrance to Ev0 is located on the South façade of the building providing an important connection to the landscaped heart of the site. This will create a sheltered entrance area with a connection to the entrance to the Car Park. The building interior has been designed to provide an active frontage which further enhances this connection between the space and landscape.

Scale and Massing

- 3.12. The proposed office building (Unit D1) is six storeys (ground plus five). The height of the building will be 26.75m AGL. The building has been designed to respect the building heights of the surrounding area. It is considered that building heights around SWSH and Nell Lane would be highest in this location whilst plots closest to the residential area would be lower.
- 3.13. The proposed car park deck is three storeys (ground plus two). The height of this building will be 10.5m A(GL). The car park deck is closer to the low-rise buildings that exist to the north of the Site and as such the location, scale and massing are appropriate as they help to reduce the visual impact onto these residents.
- 3.14. Further details on the external appearance and materials can be found in the Design and Access Statement prepared by Sheppard Robson.

Use and Amount

- 3.15. The Proposed Development comprises a ground plus five storey commercial building comprising a total of 10,409 sq.m (GEA). The proposed building will be for office use within Use Class E(c)(i,ii,iii), Use Class E (g)(i,ii)), with the addition of ancillary space on the ground floor for a café (Use Class E(b)). These uses will allow enough flexibility to secure an appropriate occupier for the separate units which will complement the wider site and its overall purpose.
- 3.16. The quantum of available floorspace per floor for the proposed building is as follows:
- Office: 10,409 sqm (GEA) / 10,152 sqm (GIA)
 - Café: 185 sqm (NIA)
 - The Proposed Development also includes the erection of a car park deck 'Sui Generis' . Further information can be found within this section

External Appearance and Materials

EvO (office) Building

- 3.17. Multiple cladding approaches were tested in conjunction with the M&E Engineer before concluding that a built out facade providing self-shading was the chosen solution.
- 3.18. This design approach offered a solution to respond differently on each facade whilst still maintaining a consistent aesthetic.
- 3.19. Combined with the aspiration for a high quality facade with robust detailing and materiality to achieve a strong design language which will also aid the building's thermal performance.
- 3.20. The main aspiration is for a high quality facade with robust detailing and materiality to achieve a strong design language which will also aid the building's thermal performance. The articulation to the facade at ground floor creates an active and human scale frontage, which will positively contribute to the continuity and vibrancy of Didsbury Technology Park and connect with the contextual buildings.
- 3.21. The roof top plant area will be screened by vertical cladding panels to provide the necessary visual and acoustic screening for the equipment.

Car Park Deck

- 3.22. The car park deck has been designed to ensure natural ventilation throughout, helping to reduce energy usage. The ground floor is left open for ventilation and visibility through the parking structure whilst the raised roof provides ventilation to the 2nd floor parking.
- 3.23. With a facade of flat solid panels this provides a visual barrier into the car park and prevents light from car headlights shining out towards the residential properties. However, this approach prevents ventilation to the first floor.
- 3.24. Using a similar faceted profile to the cladding on EvO ventilation is provide through the top of the cladding panel and also through the perforated side panel.
- 3.25. Further details on the external appearance and materials can be found in the Design and Access Statement prepared by Sheppard Robson.

Public Realm and Landscaping

- 3.26. The Proposed Development is a great opportunity to diversify and enrich the external environment for people and wildlife that have access to it. The proposed building will be supported by external public realm, providing employees and the community with amenity space to enjoy.
- 3.27. This will include a generous frontage to EvO comprising hard and soft landscape accommodating fixed and loose furniture to enable people to meet, dine and work outdoors. The wide green corridor will incorporate pockets of seating, enabling building users options to sit in amongst the soft landscape.

- 3.28. In the interest of a cohesive campus, the selection of paving materials will be founded on the existing palette. The pedestrian realm will be defined using concrete block paving, applied in varying bonds and colour tones, to match the palette established elsewhere on the technology park. There may also be opportunity to use resin bound gravel and pebbles which are also prevalent on site. Kerb edging will be predominantly concrete with the introduction of stone alongside rain gardens.
- 3.29. Driving the concept for green infrastructure is the creation of corridors of vegetation that traverse the site for both the benefit of biodiversity and visual interest. The strongest green axis runs east/west making a connection between established vegetation on the boundary with residential properties of Kensal Drive and the mature tree belt that flanks Princess Road. This is complemented by soft landscape aligned north/ south to mirror the avenue of trees outside Ohm. This corridor continues via trees in planters along the pedestrian spine directly east of Ev0.
- 3.30. There will be minimal impact on existing trees with the felling of two required to facilitate the Proposed Development. One will be removed and replaced in proximity to the new car park barrier and another will be removed to make way for the transformer.
- 3.31. A total of 49 new trees will be planted comprising a range of species that reflect those that are already present on site and the growing conditions presented by the new external works. The general approach is to use trees with fastigate form to create structure whilst minimising canopy overhang on the carriageway and car parking.
- 3.32. For further information on the public realm and landscaping please refer to the Landscape Strategy prepared by Layer Studios submitted with this application.

Access and Servicing

- 3.33. The Proposed Development provides a safe, legible, high quality environment that will be easily used by a wide range of people without undue effort, special treatment or separation.
- 3.34. Movement patterns in and around the Site have been considered to give priority to the pedestrian, with access to the public realm and level access to the buildings.
- 3.35. The proposed building is easily accessible for those choosing to travel by bike or on foot. New routes support pedestrian permeability and connect D1 to other buildings of the technology park, as well as local public transport hubs.
- 3.36. Pedestrians may approach Ev0 using the existing path network from Nell Lane and Barlow Moor Road. The pedestrian spine to the east of D1 establishes a strong connection with the SWSH building and the main car park. A new connection utilising public realm outside the main building frontage as an easily navigable route aligned east/west.
- 3.37. Cyclists will access D1 using the internal road network and the new untrafficked connection from Princess Road. To minimise disruption to cycle movements, bypasses are positioned alongside new vehicle barriers on entry and exit to the D1 car park. Secure cycle storage is located within the car park deck. Additional short stay cycle stands are located close to the main door under positive natural surveillance from overlooking windows.
- 3.38. The existing access to the Site is via a priority-controlled junction with the A5145 Barlow Moor Road and an internal spine road. Staff and visitors at the Proposed Development would only access the Application Site via Barlow Moor Road, with the Nell Lane access solely for Siemens use. Existing access will be improved by upgrading the junction to a signal controlled junction. This would include signalised pedestrian crossing facilities on the Site access approach and the western side of Barlow Moor Road, cycle lane/advanced cycle stop facilities and a right turn lane for westbound traffic. The existing footways on the internal spine road would be retained to facilitate safe pedestrian movement towards the Site.

Waste Management

- 3.39. A Waste Management Strategy has been prepared by Sheppard Robson for the development (located within the Design and Access Statement) which has been designed in accordance with Manchester City Council's guidance document "GD04 Waste Storage and Collection Guidance for New Developments" (September 2017).

- 3.40. The waste strategy is based on daily collections and 1 day storage for office space. Regarding office use, BS 5906:2005 advises an allowance of 50 litres capacity per employee per week. The following calculation is based on the net occupation density at 1:10m²
- 3.41. Total NIA = 7,669sqm, At 1:10 density = 767 persons
- 3.42. 50 litres per person per week = 767 x 50 = 38,345 litres per day
- 3.43. Based on 5 working days this is 38345/5 = 7669 litres per day
- 3.44. This is equivalent to 7 x 1100 litre Eurobins which will be provided in the bin store.
- 3.45. At least 2 Eurobins (25% of 7) will be provided for Dry Mixed Recycling to suit BREEAM
- 3.46. The bin store is to be combined with the existing bin store for the OHM Building which is located to the south of the OHM building, please see section 8.3 of the Design and Access Statement for exact location and vehicle access.

Parking

- 3.47. The Proposed Development will include the erection of a three storey (ground plus two) car park deck that will provide car and cycle parking spaces to serve the Didsbury Technology Park occupants (both existing and in future) but will also accommodate additional spaces available for the use of the public. The existing surface level car parking spaces will be reconfigured to enable the Proposed Development.
- 3.48. The area to the north west of the Site which forms Plot D4 of the Illustrative Masterplan will be reserved as temporary surface level car parking until it comes forward in the next phase of development at Didsbury Technology Park.
- 3.49. Within the car park deck there will be 100 secure cycle parking spaces with an additional 10 visitor cycle parking spaces within the public realm.
- 3.50. A summary of the proposed car parking figures has been collated in the table below:

Figure 3.4 – Car Park Deck Quantum

Zone	Allocated To	Proposed Car Parking				Location	Access Control
		Standard	Accessible	EV	Total		
Commercial (DTP)	Siemens	100 (-21)	0 (0)	0 (0)	100 (-21)	Plot for building D2	Barriers
Commercial (DTP)	Ohm Building	64 (0)	4 (0)	0 (0)	68 (0)	Adjacent to OHM	Barriers
Commercial (DTP)	Ev0 Building	220 (+220)	12 (+12)	46 (+46)	232 (+232)	Within the Site	Barriers
Commercial (DTP)	Spaces for Building D2	62 (+62)	3 (+34)	13 (+13)	65 (+65)	Within the Site	Barriers
Total		446	19	59	465		

- 3.51. The application is also supported by a Transport Assessment and Framework Travel Plan prepared by Curtins which contains full details on the parking strategy.

Safety and Security

- 3.52. A Crime Impact Statement (CIS) has been prepared by GMP, which confirms that the proposed scheme has been found to be acceptable in terms of design security. Preparation of the CIS followed a briefing with GMP, which took place on 17 May 2022.

- 3.53. The CIS highlights positive aspects of the proposals and identifies a number of recommendations to be considered as the detailed design of the proposed development is progressed. The design team will continue to work with officers from GMP through the detailed design stage.
- 3.54. For further details of the proposals, please refer to the CIS submitted with this application.

4. Economic, Strategic and Regeneration Context

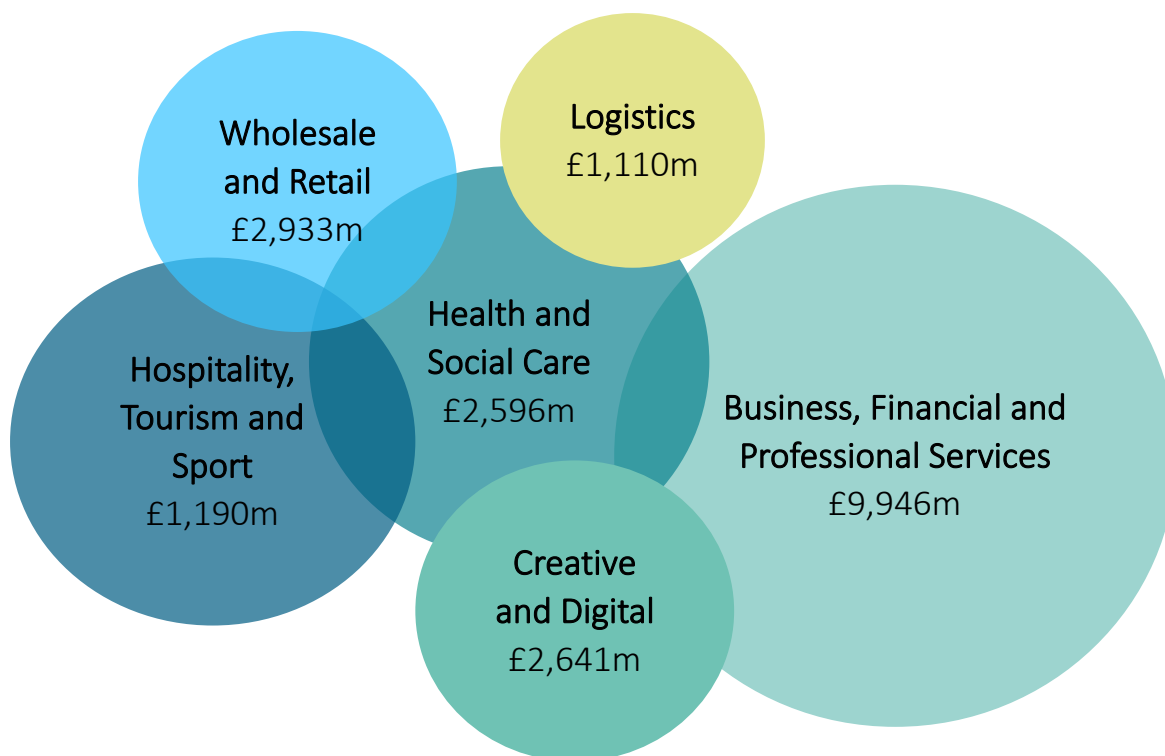
- 4.1. This Chapter details the socio-economic context of Manchester City Centre as a whole and sets out the key drivers of change and development within the City Centre.

Economic and Market Context

Manchester's Economic Outlook

- 4.2. Manchester is a national engine of economic growth with a population of 552,000¹, sitting at the heart of a conurbation of 2.87 million people in Greater Manchester². The City's economic success has historically been driven by its growing role as the leading professional and business service centre outside of London, global connectivity through Manchester International Airport and business and leisure visitors, with Manchester the third most visited city in the UK.
- 4.3. According to the 2020 Greater Manchester Forecasting Model (GMFM), the main sectors in GVA growth are Business, Financial and Professional Services and the Creative and Digital Industries (as shown in Figure 4.1). The main sectors that will witness the greatest employment growth will be Business, Financial and Professional Services (1.2% per annum), Health and Social Care (0.7% per annum), Hospitality Tourism and Sport (0.9% per annum) and Wholesale and Retail (0.4% per annum).

Figure 4.1: Net Increase (millions) in GVA by sector between 2017 and 2037 (Source: GMCA, 2020)



¹ Office for National Statistics (2022), Estimates of the population for the UK, England and Wales, 2021 [Dataset] – Accessed [here](#).

² Ibid.

- 4.4. Over a thirty year programme of transformation, Manchester has become recognised as one of Europe’s most exciting and dynamic cities. With a diverse population now easily more than half a million people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London. 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. The Greater Manchester sub-region has a combined Gross Value Added (GVA) of approximately £75 billion and accounts for around two fifth of the North West’s economic output³. In 2021, almost one third of the £75 billion of GVA generated in Greater Manchester was produced in the City of Manchester⁴.

Population Growth

- 4.5. Population growth in recent years has been particularly evident in the age bands that are typically considered to fuel economic growth, i.e. those at university-leaving age and above. The number of working age residents, defined as those aged 16 to 64, is forecast to show a modest rise over the next 10 years, before falling back after 2028, and therefore the working age population of GM is forecast to be just under 1.8 million in 2037, similar to the 2017 level⁵. This sector of the population creates demand for new lifestyle choices that offer access to city centre employment and amenities, transport networks in well-managed accommodation built for that purpose.

Manchester’s Economic Role

- 4.6. Manchester’s economy has developed strongly post-recession and the foundations for further growth are in place. It is clear that much has been achieved in terms of GDP growth and wider development. The economy is becoming more diversified through an increasing amount of GDP growth attributable to new economies including logistics, business, financial and professional services and creative and digital industries. However, there is still a significant amount to be done to continue economic growth within Manchester and ensure that the right development comes forward to support this. This development, if correctly aligned spatially and economically, can help to accelerate growth and address the productivity gap.
- 4.7. The City of Manchester is the acknowledged capital of the north of England and the centre point of a trans-Pennine and pan-northern economy. The City and conurbation is an economic centre, a role which is increasing as investment in transport, innovation and economic infrastructure makes the City more accessible to towns and cities, business and high skilled workers in the Midlands and the North.
- 4.8. According to the 2020 GMCA Economic Forecasts for Greater Manchester Report, GVA is forecast to grow at an average annual rate of 2.4% between 2017 and 2037 (compared to UK average of 1.6%). Under the AGS, GM is projected to grow faster than the UK – reflecting the city-region’s ambitions to help drive growth across the Northern Powerhouse. This is equivalent to an additional £38.9 billion of economic activity in GM by 2037⁶.
- 4.9. Manchester’s enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. As a primary driver of economic and employment growth, the City has increasing the responsibility to provide the business infrastructure to match its role as an economic centre, capable of providing opportunities for the wider conurbation and beyond.
- 4.10. There are three factors which are changing the role of the Manchester. These are:
- The move to a service based and high growth economy, at a time when national economic growth is increasingly driven by professional and financial services, creative and digital industries, science and technology, with key sub-sectors influenced by disruptive innovation.

³ Office for National Statistics, Regional Gross Value Added (balanced) per head and income components tables (released 26 May 2021 – Accessed [here](#)).

⁴ Ibid.

⁵ Greater Manchester Combined Authority (2020), Economic Forecasts for Greater Manchester February 2020

⁶ Ibid.

- Sectors which are influenced by agglomeration, 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 and deep labour markets offering an exceptional range of highly qualified and skilled staff.
- A return to urban living, with many highly skilled younger people and high earners keen to benefit from both the range of education and employment opportunities and the lifestyle offer of city living, with evening and weekend economies offering cultural, entertainment and leisure choices which cannot be matched in smaller towns or cities.

A Service Based, High Growth Economy

- 4.11. The City's transformation to a service based high growth economy is a key part of the economic transformation of the north, as industrial employment continues to decline and new economy sectors begin to dominate the modern competitive economy. This has led to significant changes in economic geography across the conurbation and to a changing and unique role for Manchester City Centre.
- 4.12. The service sector now provides a large proportion of the high skilled and high productivity jobs in the national economy. Increasing the number and range of higher skilled service sector employment is now central to improving the performance of the regional economy and increasing the north's contribution to UK plc.
- 4.13. At a regional level, employment growth is largely driven by Business, Financial, and Professional Services - accounting for 45% of the net increase in the total number of jobs in GM up to 2037⁷. The level of professional services in Manchester is considerable and reflects the City's role as both a major location for global and national companies and the headquarter location for large regional companies.
- 4.14. The City's Professional, Financial and Business Services sector is very diverse including leading global accountancy companies and consulting companies, legal partnerships, specialist technical, engineering, infrastructure and digital media companies. While many smaller companies serving a local market area distributed across the conurbation, the larger, leading companies are located almost exclusively in the City Centre.

Manchester's Office and Market Demand

- 4.15. In recent years, Manchester's economy has continued to grow at a faster rate than the UK as a whole, with the city centre as the economic growth engine for both Manchester and the wider region. Despite a turbulent market in 2020 and 2021, office developments had continued to be delivered to market, however, 2021 saw 66% less floorspace delivered to the market as market uncertainty and delays to construction projects caused by the pandemic began to take effect.
- 4.16. Whilst there remains a reasonable quantum of office floorspace under construction, new starts have been subdued in the last 2 years and much of the development in the pipeline is already pre-let. With market confidence returning and businesses moving to hybrid working models and returning to the office, there is the prospect of short-term supply issues in the market in the coming years.
- 4.17. An ecosystem of business, services and amenities creates opportunities to develop professional and personal connections alongside improving wellbeing. The flexibility and change in workplace demands has been exacerbated by COVID-19 which has provided an opportunity to reflect on the evolving role of the workplace and what it should enable. Evidently, the way in which office space is used has changed and is likely to continue to change, requiring office buildings to be as flexible as possible. In response to these changes, during the past year there have been initiatives by corporates and office occupiers to improve the employee experience in order to attract the best talent. A recent Deloitte survey found that 61% of executives now focus on reimagining work compared to only 29% before the start of the pandemic. Moving forward therefore, we can expect offices to offer more in the way of on-site facilities and amenities to improve employee well-being such as gyms, eateries, roof terraces, and collaborative and entertainment space.

⁷ Greater Manchester Combined Authority (2020), Economic Forecasts for Greater Manchester February 2020

- 4.18. With a thriving private sector, the city is a leading business location and remains a top place in Europe for foreign direct investment outside of London. Numerous FTSE 100 companies have a significant presence in Manchester and Salford and represent a strong and diverse business community⁸.
- 4.19. Increasingly, businesses are seeking the benefits of agglomeration. Entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors are keen to cluster in locations that can provide business and networking opportunities in order to secure their growth and prosperity.
- 4.20. Businesses are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff. Manchester's existing business base ensures that it is in a 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.
- 4.21. The award of Enterprise Zone status for Manchester Airport City and Corridor Manchester has significantly assisted in creating such clusters and has further acted to provide significant new incentives for businesses to locate in Manchester.

Recovering from the COVID-19 Pandemic

- 4.22. In November 2020, Manchester City Council published the Manchester Economic Recovery and Investment Plan⁹ (MERIP) that sets out the strategy in place for Manchester to respond to the COVID-19 pandemic and reinvigorate the economy through the protection and creation of new jobs and continued support for new business opportunities in the city's economy. Aligning with the Our Manchester Industrial Strategy, the MERIP has been primarily focussed around three pillars:
- **People** – This will comprise of seven initial projects that will take place over a two year programme totalling to around £36m per annum to help individuals stay in employment and continue their education.
 - **Place** – This will comprise of nineteen initial projects over the next few years that will total to around £450m and will be spent towards boosting the construction industry through major housing initiatives for low/zero-carbon developments and affordable housing programme.
 - **Prosperity** – This will comprise of twenty-four initial projects that will deliver investment in science and technology including digital infrastructure, an innovation district and enterprise zones, delivering an extensive ecosystem for small and medium-sized companies.
- 4.23. In addition to the above, there are other additional long-term investment propositions that will help to drive forward a new approach to investment and partnership.
- **Innovation** – Manchester will build upon its recent success and increase the leverage of the science, research, innovation and teaching asset base to create clusters of high-value economic activities.
 - **Manchester City Centre and Urban Realm** – Investing in new public space will help to bring forward new development.
 - **Zero Carbon Housing Retrofit** – As a first phase of a 15-30 year programme, Manchester will adopt a set of innovative retrofit measures for residential properties that will help to transition from a reliance on gas heating through fabric retrofit and renewable technologies.
 - **North Manchester** – As an key area highlighted for strategic growth, North Manchester will focus itself around an innovative healthcare and residential-led approach to civic regeneration, including a new general hospital anchoring a health campus and Northern Gateway investment in housing provides £2billion of investment in the north of the city.

⁸ Ernst and Young (EY) *EY UK Attractiveness Survey (July 2019)*, [https://www.ey.com/Publication/vwLUAssetsPI/ey-uk-attractiveness-survey-2019/\\$FILE/EY-UK-Attractiveness-Survey-2019.pdf](https://www.ey.com/Publication/vwLUAssetsPI/ey-uk-attractiveness-survey-2019/$FILE/EY-UK-Attractiveness-Survey-2019.pdf).

⁹ Manchester City Council (2020), Manchester's Economic Recovery and Investment Plan

Summary

- 4.24. Manchester City Centre is an economic hub in the north of England, attracting highly skilled workers from the Midlands and North. The diverse and growing economy of the City drives growth of the GM region. The Professional, Financial and Business Services sector forms a vital part of the GVA output, attracting a wide range of businesses at a global, national and regional level.

Strategic Context

- 4.25. This section sets out the Council's vision for the Manchester. It outlines the key documents of relevance to the Proposed Development. The documents outline the strategic context of the Site and surrounding regeneration initiatives.

Delivering the Northern Powerhouse Agenda

- 4.26. The Northern Powerhouse concept is designed to create a competitive northern region that can act as an economic counterbalance to the dominant south-east. A number of key announcements have been made and milestones achieved over the past c. 8 years since the Northern Powerhouse concept was devised:
- In the 2014 Autumn Statement, the Coalition Government reiterated a commitment made during August 2014 to help lay the foundations of a Northern Powerhouse to rival the economic strength of London. In November 2014 it was announced that Greater Manchester would have a directly elected Mayor by 2017, with responsibility for a £300mn housing investment fund, devolved and consolidated budgets in transport and health and social care, along with key strategic planning powers, and an additional £7 billion of investment to build the Northern Powerhouse. In May 2017, Andy Burnham was elected as Greater Manchester Mayor with oversight of the health and social care budget, worth £6bn. He also has various Greater Manchester-wide powers and responsibilities including for transport, planning and housing.
 - In June 2016 the Northern Powerhouse Independent Economic Review prepared by SQW Ltd and Cambridge Econometrics was published. This broadly concludes that there is a significant performance gap between the North, measured by GVA per capita, which is persistently averaging about 25% below the rest of England (10-15% when London is removed).
 - In April 2018 the Transport for the North ('TfN') was formally enshrined in legislation. The TfN is a partnership of public and private representatives working with the Government and national transport bodies to develop and deliver strategic transport infrastructure across North of England. Within their scope is the provision of the Northern Powerhouse Rail programme, which aims to deliver a transformed rail network in the North of England and bring new opportunities to millions of people and businesses. As of 2022, following the Government's amended Integrated Rail Plan ("IRP"), TfN is now in a co-partnership role with the government in order to deliver improved rail across the North including the Northern Powerhouse Rail. The Government also included a promise for £17.2bn for a 40-mile high-speed line between Warrington, Manchester and Marsden in Yorkshire within their IRP.
 - The February 2022 Levelling Up White Paper pledged funding for the continued provision of development under the British Business Bank ("BBB") Northern Powerhouse Investment Fund, that has already delivered over £1bn of public and private sector debt and equity investment to places across the UK with some of the most acute financial challenges. The next generation of BBB Regional Investment Funding will include £660m for the Northern Powerhouse Investment Fund, including expansion into the North East of England.

Greater Manchester Combined Authority

- 4.27. Manchester, and the wider Greater Manchester region, is at the heart of the Northern Powerhouse. A forward-looking and collaborative approach between the different Greater Manchester local authorities, under the umbrella of the Association of Greater Manchester Authorities (AGMA), has led to a ground breaking agreement with Central Government to devolve certain powers and budgetary responsibility. In April 2011 the Greater Manchester Combined Authority ('GMCA') was formed. As outlined above, Andy Burnham was elected as the Greater Manchester Mayor in 2017 and chairs the GMCA.

The Greater Manchester Strategy

- 4.28. The Greater Manchester Strategy (“Our People, Our Place”) was produced by the Greater Manchester Combined Authority (GMCA) and replaces the former “Stronger Together: Greater Manchester Strategy” published in 2009. It sets out a very clear vision for the City-Region, stating that Manchester will be:
- “A place where all children are given the best start in life and young people grow up inspired to exceed expectations.
 - A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand you’ll get it.
 - A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.
 - A place where people live healthy lives and older people are valued.
 - A place at the forefront of action on climate change with clean air and a flourishing natural environment. A place where all voices are heard and where, working together, we can shape our future.”
- 4.29. The delivery of a new office development, comprising employment-led floorspace delivering standout new high-quality architecture, will be critical to economic growth, providing the opportunities for highly skilled and well-paid jobs that are well connected to all areas of Greater Manchester and beyond.
- 4.30. It is critical that the Proposed Development supports the ambitions of becoming a leader on Climate Change ensuring the city becomes net zero carbon by 2038. Therefore, new buildings must adopt stringent standards and seek to align with net zero carbon building standards for new-build developments.

Greater Manchester Places for Everyone Joint Development Plan (August 2021) – February 2022 Submission Stage

- 4.31. Places for Everyone is the new long-term joint development plan for nine Greater Manchester districts¹⁴ On 14 February 2022, the Plan and supporting documents were submitted to the Secretary of State for examination. It continues the intentions of the Greater Manchester Spatial Framework (“GMSF”) following the decision of Stockport Metropolitan Borough Council to cease their involvement in the Framework. The PfE will enable an informed, integrated approach to strategic development planning across the city region. The purpose of the PfE is to enable Greater Manchester to manage land supply across the city region in the most effective way to achieve the vision set out in the Greater Manchester Strategy based on a clear understanding of the role of places and the connections between them.
- 4.32. It will provide a framework for the maximisation of the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development, it will also ensure all new developments are sustainably integrated into Greater Manchester’s transport network or supported by new infrastructure. It will ensure GM is able to meet current and emerging occupier demand to support a market-facing strategy for housing and employment growth.
- 4.33. A key tenet to securing sustainable, inclusive and equally distributed economic prosperity throughout the wider region is by maximising the growth potential of a number of key growth locations. The City Centre will be the largest player and is expected to continue to provide a high concentration of jobs, innovation and research activities whilst The Quays will deliver sustained growth as a major business location and internationally important digital and creative cluster. Outside of these areas, the seven main town centres of Greater Manchester (Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale and Wigan) are also highlighted as opportunities for a stronger focus on local economic activities which may exploit potential future rail linkages.
- 4.34. As the economic core of the sub-region, Manchester City Centre will accommodate more than half of all new office floorspace. This concentration of office space in this location will take full advantage of the existing and proposed public transport linkages including the arrival of HS2 and Northern Powerhouse Rail, helping to affirm Manchester’s position as the premier office location outside of the capital. The PfE states that at least 1,900,000 sqm of accessible new floorspace over the period 2021-2037 (Policy JP-J 3). This can be facilitated

through the refurbishment of existing office accommodation. Policy JP-Strat 1 of the Places for Everyone Draft highlights the economic role of the Core Growth Area and encourages sustainable development to support major growth in the number of jobs provided across the area providing opportunities to create jobs for local communities.

- 4.35. The overall picture at a regional level is that a collaborative approach between local authorities is geared towards driving growth in the right places. The focal point of economic growth within Greater Manchester is undoubtedly Manchester City Centre and delivering positive change that helps the city grow is pivotal to continuing the growth of the region. This is best achieved through encouraging development that brings services or facilities which do not currently exist in Manchester and supporting the pivotal growth areas.
- 4.36. Policy JP-9 Strat 9 of the draft plan states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. This will be achieved by placing a strong emphasis on the reuse of brownfield land to create increased access to employment opportunities.

Greater Manchester Transport 2040 (2021)

- 4.37. The strategy sets out a vision for *“World class connections that support long-term, sustainable economic growth and access to opportunity for all”* and seeks to address the four critical transport challenges of supporting sustainable economic growth, improving quality of life, protecting the environment and developing an innovative city region. Organised by spatial themes and supported by a five-year delivery plan, the strategy takes a long-term view of transport requirements across GM and the wider North and highlights the priority interventions needed to meet those requirements.

The Greater Manchester Investment Fund (2017)

- 4.38. The Investment Fund supports the implementation of the GM Strategy through investment to create and safeguard jobs, primarily through loans to support development encouraging business growth and investment in property and infrastructure, to maximise the impact of investment over several funding cycle.

The Five-Year Environment Plan (2019)

- 4.39. The Plan sets out the steps that will be taken to become carbon neutral by 2038 and the urgent actions we all need to take in the next five years to help achieve this including investing in our natural environment to respond to climate change and to improve quality of life.

Siemens Princess Road Campus Development Framework

- 4.40. The Siemens Princess Road Campus Development Framework was endorsed by Manchester City Council in November 2014. The Development Framework provides the high level development principles for future development proposals and has been considered in the development of this application and the illustrative masterplan for the wider site.
- 4.41. The aim of the framework is to expand and create a series of interlinked facilities, driving research and innovation. The creation of high quality commercial spaces would help to provide an ideal location for cohesion and connectivity between multiple businesses in a strategic location along Princess Road in South Manchester close to Corridor Manchester and the Universities. Creating shared facilities will help to leverage intellectual capital and deliver a vibrant and strong business environment.
- 4.42. Since its endorsement, the Local Planning Authority has used the Framework as a reference for guiding the type and quantum of development that will be considered to be acceptable on the Site. In this respect, the Framework includes the following objectives.
- Delivery of a 90 room private hospital;
 - Delivery of a series of office blocks providing 13,500 sq.m new commercial floorspace;
 - Delivery of up to 90 new high quality executive and family homes
 - Other ancillary components on the ground floors of the office blocks to potentially include restaurants, coffee shops, crèche, dry cleaners, gym, retail etc. Surface car parking which meets operational requirements, but is as unobtrusive as possible and incorporates generous landscaping.

- Promote the principles of sustainable development, both by creating links from the site to nearby public transport nodes and through building and landscape design.
- To retain as much of the open aspect nature of the site as possible and create a high quality landscaped 'campus' environment.
- Buildings to be no taller than the existing Sir William Siemen's House

4.43. Various elements have already been delivered:

- **Spire Manchester Private Hospital** – Four storey healthcare facility with associated car parking and landscaping.
- **OHM Building** – Three storey commercial building containing office space for Siemens and The Orth Team with associated car parking and landscaping located to the southwest of the Masterplan Site.
- **Green Walk and Quantum House** – Residential development including apartment building comprising 50 apartments and 45 new homes with associated car parking and landscaping located to the east of the Masterplan Site.

Summary

- 4.44. This Chapter has outlined the strategic, economic and regeneration context, demonstrating the suitability of the Proposed Development within Siemens Campus Development Framework and the opportunities to be sought through development. The Proposed Development is situated within South Manchester, within short distances of a number of key services and amenities and key transport links to the City Centre and the wider region.
- 4.45. The Proposed Development has the opportunity to provide a high quality office development that effectively integrates into these areas and provide a number of social, economic and environmental benefits to Manchester.

5. Development Plan and Material Considerations

5.1. 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”.

5.2. This Chapter details the relevant documents that make up the Development Plan and material considerations such as guidance and MCC’s Strategic objectives.

5.3. Detailed assessment of the Proposed Development against the Development Plan and material considerations is provided within this Chapter 8 of this Statement.

Local Development Plan

5.4. The Local Development Framework (LDF) is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. To date only the Core Strategy DPD has been adopted by MCC. Within this context, the Development Plan comprises:

- Manchester Core Strategy (2012);
- Manchester Proposals Map (2012);
- Saved Policies of the Manchester Unitary Development Plan (1995 and saved in 2012);
- Greater Manchester Joint Waste Development Plan Document (2012); and
- Greater Manchester Joint Minerals Plan (2013).

Material Considerations

5.5. The following guidance and emerging policy documents are of material considerations relevant to the Proposed Development:

- National Planning Policy and Guidance:
 - National Planning Policy Framework (NPPF) 2021;
 - Planning Practice Guidance (PPG); and
 - National Design Guide (2019).
- Regional and Local Emerging Policy and Guidance
 - Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015);
 - Our Manchester Strategy 2016-2025;
 - Climate Change Emergency and Playing Our Full Part on Climate Change (2018);
 - Manchester Climate Change Framework: 2020-2025 (2020);
 - Draft Places for Everyone (2021);
 - Design for Access 2 (2003); and
 - GD04 Waste Storage and Collection Guidance for New Developments (2017).

Adopted Manchester Local Development Plan

Manchester Core Strategy (2012)

- 5.6. 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.

Saved Policies of the Unitary Development Plan (1995)

- 5.7. The Unitary Development Plan was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced, however, a number of policies were saved on 11 July 2012 and remain extant.

National Planning Policy and Guidance

National Planning Policy Framework

- 5.8. The NPPF (revised version published July 2021), articulates the Government's drive to ensure new developments are 'beautiful' through the use of Design Codes and the provision of street trees.
- 5.9. At the heart of the 2021 revised 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. These dimensions are considered to be mutually dependent with the NPPF, in its entirety, defining sustainable development.
- 5.10. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the 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.
- 5.11. The NPPF states that 'the purpose of the planning system is to contribute to the achievement of sustainable development' (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their needs. It goes on to state that at a similarly high level, members of the United Nations – including the United Kingdom – have 36 agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.
- 5.12. The sections which hold the most pertinence to the proposals are discussed in the following paragraphs. The NPPF, however, has been considered throughout the full assessment, including the technical reports prepared for this application.
- 5.13. Section 6 (paragraphs 81 to 85) is titled 'Building a strong, competitive economy'. It emphasises the Government's commitment to support economic growth, including that the planning system should help create conditions in which businesses can thrive. Local planning authorities should support existing business sectors, and foster innovation in these sectors to address the challenges of the future including being flexible enough to accommodate new and flexible working practices.
- 5.14. Section 11 (paragraphs 119 to 125) is titled 'Making effective use of land'. It sets out that planning policies and decisions should promote the effective use of land to meet the need for homes and other uses. In particular it states that substantial weight to the use of brownfield land, as well as ensuring developments make efficient use of the land. As part of this it notes that a flexible approach daylight and sunlight in high density areas, so long as acceptable living standards are maintained.
- 5.15. Section 12 (paragraphs 126 to 136) is titled 'Achieving well-designed places'. It states that the planning process is fundamental to creating high-quality buildings and places. Good design is key to sustainable development and contributes to creating better places in which to live and work. It outlines that developments should aim to:
- Add to the overall quality of the area and function well over the lifetime of the development.

- Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- Be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- Establish or maintain a strong sense of place, using arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- Optimise the potential of the Site, create and sustain an appropriate mix of uses.
- Create safe, inclusive and accessible environments which promote health and well-being.

5.16. Section 14 (paragraphs 152 to 173) is titled 'Meeting the challenge of climate change, flooding and coastal change'. It sets out that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change and should help to shape places in ways that contribute to radical solutions in greenhouse emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources. It outlines that developments should:

- Comply with any development plan policies on local requirements for decentralised energy supply.
- Take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.
- Should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.
- Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future).
- Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate.

National Planning Practice Guidance

- 5.17. The National Planning Practice Guidance (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.
- 5.18. 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 37 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.
- 5.19. The NPPG references pre-application discussions, DAS and Design Reviews as some of the methods that can be used to achieve good design.
- 5.20. 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

- 5.21. The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the governments planning practice guidance and was created to outline key characteristics that make well-designed places.
- 5.22. There are 10 characteristics of well-designed places within the National Design Guide and these are listed below:
- Context – enhances the surroundings
 - Identity – attractive and distinctive
 - Built form – a coherent pattern of development

- Movement – accessible and easy to move around
- Nature – enhanced and optimised
- Public Spaces – safe, social and inclusive
- Uses – mixed and integrated
- Homes and buildings – functional, healthy and sustainable
- Resources – efficient and resilient
- Lifespan – made to last

Local Supplementary Planning Documents and Guidance

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

- 5.23. 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, 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.
- 5.24. 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 Manchester City Council.
- 5.25. The documents reflect and provide guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development that is anticipated in Manchester.

Design for Access

- 5.26. 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.
- 5.27. 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.
- 5.28. 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 (2015)

- 5.29. MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.
- 5.30. 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. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

- 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. A summary of how the Proposed Development responds to the strategy is provided in Appendix A of this Statement.

Manchester Zero Carbon Framework: Playing Our Part on Climate Change (2020)

- 5.32. There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.
- 5.33. 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. It builds upon existing work and sets out priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality.
- 5.34. In November 2018, MCC made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester.
- 5.35. The key commitments are as follows:
- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
 - To adopt a carbon budget and emit only a maximum of 15 million tonnes CO₂ for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as "likely" to maintain global temperature change within 2°C as agreed in the Paris Agreement;
 - To achieve a 13% year-on-year reduction in citywide CO₂ emissions from 2018 to achieve this carbon budget.
- 5.36. On 13th March 2019, MCC fully endorsed the Zero Carbon Framework 2020-2038, outlining how Manchester can meet its aim to being a zero carbon city by 2038. Building from this, on 10 July 2019, MCC debated a motion to declare a Climate Emergency, declaring that climate change is a serious risk to Manchester's future. The Council committed to embedding the issue as an integral part of council decision-making, making sure that all key decisions are taken with the City's target of becoming zero-carbon by 2038 in mind.
- 5.37. 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- 41 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.
- 5.38. Following this commitment, the Council's Executive endorsed the Manchester Climate Change Framework 2020-2025 in March 2020 which has been produced by the Manchester Climate Change Partnership and Agency. Within this, all developments where the Council has additional influence, for example as a client / end-user, landowner or development partner, all new development will need to be zero carbon from 2025 at the latest, when the new Manchester Local Plan is expected to become operational and is expected to become a policy requirement.
- 5.39. 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. The Plan builds on over a decade of previous activity which has seen the Council's direct CO₂ emissions reduce by 54.7% between 2009/10 and 2019/20.
- 5.40. 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 2023. 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.

Places For Everyone 2021 (Draft)

- 5.41. The Draft Plan states that the Plan Area 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). 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, Policy JP-J 1 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. Policy JP-Strat 9 highlights the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas of the Plan, emphasising the needs to preserve and enhance these qualities.
- 5.42. A period of public consultation has recently 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 independent Inspector will then be appointed to undertake an independent examination into the plan. It is expected that the plan will be adopted by the local authorities in 2023. Given that it is yet to be examined it is considered that the Draft Plan holds limited weight in the determination of planning applications within Greater Manchester.

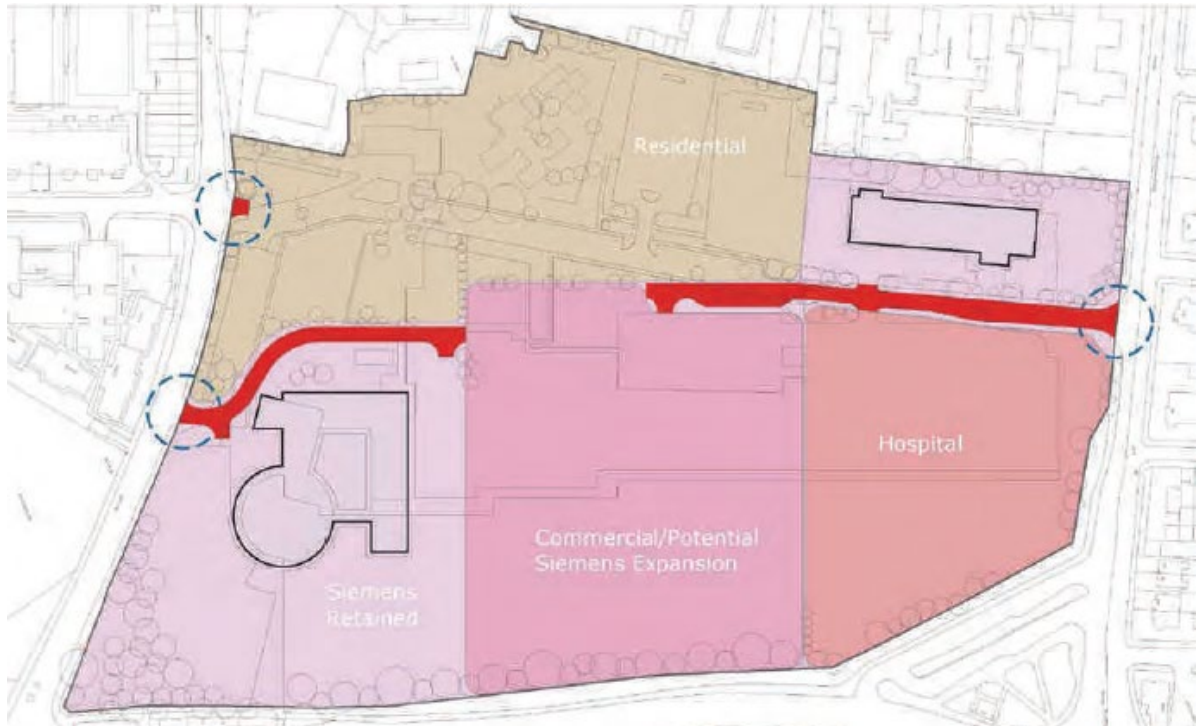
Siemens Campus Princess Road Development Framework 2014

- 5.43. The Siemens Princess Road Campus Development Framework was endorsed by Manchester City Council in November 2014. The Development Framework provides the high level development principles for future development proposals and has been considered in the development of this application and the illustrative masterplan for the wider site.
- 5.44. The aim of the framework is to expand create a series of interlinked facilities, driving research and innovation. The creation of high quality commercial spaces would help to provide an ideal location for cohesion and connectivity between multiple businesses in a strategic location along Princess Road in South Manchester close to Corridor Manchester and the Universities. Creating shared facilities will help to leverage intellectual capital and deliver a vibrant and strong business environment.
- 5.45. The key principles set out in the 2014 Development Framework are set out below:
- To retain an upgrade the existing SWSH building as Siemens Regional Management Centre.
 - To respond to the site’s ‘gateway’ status.
 - To provide a class leading private medical facility, including training and conference facilities, in the south west corner of the site.
 - To provide B1 employment accommodation in 3 new office buildings set in a high quality landscaped environment.
 - To provide flexible space which can accommodate the full range of potential occupiers, including small and medium sized businesses.
 - To provide for a range and mix of high quality family-orientated residential accommodation on the derelict areas to the north east of the site (former Nell Lane Nurses accommodation). Town houses and / or semi-detached properties are envisaged for the majority of this site with a small grouping of apartment buildings positioned to complement the existing development to the north side of Nell Lane whilst also providing an effective screen to SWSH and the new office buildings.
 - To provide for a range of complementary community and amenity scale leisure and retail uses to serve the needs of employees and visitors to the site.
 - To provide for a range of complementary community and amenity scale leisure and retail uses to serve the needs of employees and visitors to the site.
 - To create a sense of place compatible with the wider community.

- To promote the principles of sustainable development, both by creating links from the site to nearby public transport nodes, including bus stops, train stations and proposed Metrolink stops, and through building design (BREEAM ratings and Code for Sustainable Homes)

5.46. Figure 5.1 identifies the indicative land uses for the Siemens Campus:

Figure 5.1 – Land Use Proposal (Siemens Campus Princess Road Development Framework 2014)



5.47. In addition to the general development principles highlighted above, more specific and detailed development principles are highlighted below.

5.48. Since the Framework was originally endorsed, Bruntwood has acquired two significant development plots and are committed to bringing forward new commercial development that is aligned with the original strategic objectives. Bruntwood has extensive experience delivering market leading commercial floorspace for life science and tech clusters and are therefore the ideal developer for realising the City's regeneration ambitions for the masterplan site.

Indicative Mix and Quantum of Uses

5.49. Taking the above into account, the SRF highlights that a broad range of complementary uses may be required to support the commercial viability of the proposals and meet the needs of the occupiers. In terms of quantum, the following quantum were suggested as being able to be supported on site:

- Private Hospital – Approximately 11,100 sqm new floorspace
- Office / Research blocks – Approximately 13,500 sqm new floorspace
- Up to 90 new high quality homes

Scale and Massing

5.50. The framework states that the document will not be prescriptive about precise scale and massing but should indicate an appropriate building envelope within which future development proposals will come forward. With this in mind, the framework provides an indicative height of three to five storeys for the office / research elements.

Design Approach

5.51. Similarly, the framework is also not prescriptive about the approach on design however it states that in street scene terms, “the proposed office/research buildings should have cognisance of SWSH and it would be expected that the design of the buildings would be complementary to one another”. There are however some general design principles outlined below:

- Buildings front the park, each having an ‘address’ onto the greenspace
- Generous boulevards to building approaches create legible routes
- Blocks of planting add variety and height
- Low hedge planting within car parks reduces impact of vehicles
- Demarcation of parking bays through SUD systems
- Hedges create ‘pocket’ spaces for gathering and respite within park setting

Landscaping

5.52. The framework states that as individual plots come forward, the proposed landscaping should ensure to follow a consistent overall strategy that integrates all routes throughout the site, improve biodiversity and complement new and existing built form.

Sustainability

5.53. The framework also sets out a number of principles in relation to promoting the most sustainable development of the Siemens Campus:

- The target BREEAM rating for the proposed office/research buildings will be a minimum of “Very Good”.
- Explore the potential to include electric vehicle charging points and City Car Club bays.

Traffic Management and Parking

5.54. The framework also sets out a number of principles in relation to the traffic management and parking strategy for the wider site:

- The wider site will continue to be accessed via Nell Lane from the north (via a new junction) and Barlow Moor Road to the south.
- REEC, the proposed private hospital and office/research Building 2 would be accessed via Barlow Moor Road.
- The existing Siemens internal spine road (Siemens Road) would be retained but truncated so as to deter local traffic from rerouting through the site. Potentially, a section of the road will be pedestrian/cycle dedicated, with access otherwise limited to emergency vehicles.
- Permeability through the site for cyclists and pedestrians will be improved.
- Consistent materials will be used to provide high quality routes to connect the site internally and also with its external surroundings to promote integration.
- Improving links to bus stops on Princess Road and Metrolink

6. Consideration of Proposed Development

- 6.1. This section sets out the site specific planning considerations that have been considered in the assessment of the proposals.

Development Framework Principles

- 6.2. The Development Framework principles relevant to this application are as follows:
- To respond to the Site's 'gateway' status.
 - To provide B1 employment accommodation in 3 new office buildings set in a high quality landscaped environment.
 - To provide flexible space which can accommodate the full range of potential occupiers, including small and medium sized businesses
 - To create a safe and secure environment using the principles of 'Secured by Design'
 - To create a sense of place compatible with the wider community
 - To promote the principles of sustainable development, both by creating links from the site to nearby public transport nodes including bus stops, train stations and proposed Metrolink stops and through building design (BREEAM ratings)
- 6.3. The Proposed Development will continue the success of the initial phases of the masterplan delivery by delivering the second of three office buildings proposed in the development framework. The adaptable and flexible layout will help to accommodate a range of potential occupiers whilst the ground floor café will add vibrancy to the immediate area and improve the local amenity offer.
- 6.4. The proposed layout of the Site has been prepared in consultation with Greater Manchester Police: Secured by Design Team. The Crime Impact Statement submitted with this application demonstrates that the proposed development is in accordance with the principles of Secured by Design. Furthermore, Layer has prepared a high quality masterplan layout and landscaping strategy for the Site which will complement and enhance the existing site, the OHM building and Spire Hospital development as well as the proposed Ev0 building.
- 6.5. The proposed elevation design of Ev0 has been developed using the views of the Site from Princess Parkway, to ensure the proposed design responds to the strategic, gateway location of the Site, and responds to the existing context.
- 6.6. The Site has good access to a range of transport options, including local bus services and Metrolink stops within walking distance, as well as a cycle and pedestrian friendly road network. The Environmental Standards Statement prepared by Ramboll sets out the sustainability principles incorporated into the design development and includes a BREEAM assessment for both of the proposed uses which targets a rating of 'Excellent'.

Principle of Development

Policy and Guidance

- 6.7. Core Strategy Policy SP1 sets out that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity. Additionally, Core Strategy Policy SP1 states that all development should have regard to the issues and strategy for each regeneration area as described in the Strategic Regeneration Frameworks.

- 6.8. Core Strategy Policy EC3 states that employment generating uses including offices and other commercial development will be encouraged in the Regional Centre providing the development is well connected by sustainable transport to both the wider city and surrounding residential areas, and where the scale and type of office does not undermine employment in the City Centre.
- 6.9. Core Strategy Policy EC8 states that new development in South Manchester is expected to comprise mainly office development but proposals for high technology industry and research will also be supported. It states that new employment provision will be located within existing employment locations such as business parks, along Princess Parkway and within District Centres such as Didsbury which will be suitable for mixed use development providing local needs and services.
- 6.10. Saved UDP Policy DB12b allocates Didsbury Technology Park for further business development. The policy makes the provision for further expansion and redevelopment of existing major development but should have regard to the need to minimise detrimental impact upon environmental quality, the character of the area, residential amenity and traffic movements.

Compliance of the Proposed Development

- 6.11. The principle of commercial development at the site has been established by the local policy allocation for employment use and the Development Framework, which proposes three new commercial buildings on the Site, and has been endorsed by Manchester City Council.
- 6.12. This development will support Manchester's requirement for office accommodation against a backdrop of rapidly decreasing availability and limited development under construction. It is crucial that appropriately located, high quality office accommodation is provided across Manchester to allow for the continued growth of the City's economy. As outlined by Policy JP-Strat 9 of the draft Places For Everyone Plan commercial development within the Site will help to maintain the economic competitiveness of the southern areas of Greater Manchester.
- 6.13. To add to the performance of the sub-regional and regional economy, as well as to support the economic growth and employment growth objectives, the Siemens - Princess Road Campus Development Framework (2014) identifies the future development of the wider site as including goods and services offered in the areas of offshore wind generation, electric vehicle infrastructure, sustainable building technologies and healthcare.
- 6.14. The Ev0 building is likely to accommodate high productivity businesses across a range of sectors including R&D, Tech and Life Sciences, key growth sectors for Manchester.
- 6.15. The proposed Development is estimated to deliver the following benefits.
- 620 FTE jobs accommodated in the building, once fully occupied, based on the anticipated floorspace, anticipated uses and the application of HCA employment densities guidance.
 - The significant number of jobs accommodated will generate GVA worth over £41.3m per year.
 - Wages will total £19.7m and a considerable proportion of which will be spent locally.
 - Each year, £4.0m of national insurance and income tax will be contributed to the public purse.
- 6.16. The 'wider site' has been allocated under Saved UDP Policy DB12b which makes the provision for further business development within Didsbury Technology Park. As mentioned previously, the policy encourages expansion and development of the existing technology park provided new developments consider the potential impact on the local environment and amenity. Detailed consideration has been given to how the proposals address environmental quality, the character of the area, residential amenity and traffic movements, as set out within the remainder of this Planning Statement and other supporting material submitted with the planning application.

Design and Layout

Policy and Guidance

- 6.17. A commitment to good design which takes full cognisance of the site's setting and character runs through national and local planning policy and guidance. Core Strategy Policy SP1 requires that all development make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character.
- 6.18. Core Strategy Policy DM1 states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detail; and to impact on the surrounding areas in terms of the design, scale and appearance.
- 6.19. Core Strategy Policy EN1 Design Principles and Strategic Character Areas states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located.
- 6.20. On a national level, the NPPF (2019) advises that good design is a key aspect of sustainable development. At Paragraph 127 it is advised that planning policies and decisions should ensure that developments address the following matters:
- That they will function well and add to the overall quality of the area, over the lifetime of the development.
 - Are visually attractive.
 - Are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change.
 - Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
 - Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and,
 - Where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 6.21. In addition, Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015) provides design guidance for developers. Design for Access 2 is also relevant. This document provides guidance on measures that should be incorporated into schemes to increase their accessibility.
- 6.22. The Siemens Princess Road Campus Development Framework sets out that future development should ensure the development is of the highest quality whilst being cognisant of SWSH and other developments coming forward as part of the masterplan.

Compliance of the Proposed Development

- 6.23. In response to the policy considerations set out above, the Proposed Development has been designed by a highly experienced design team through a process of close consultation with the LPA and key stakeholders including statutory and non-statutory consultees, Ward Councillors and the general public.

Layout

- 6.24. The proposed layout of the Proposed Development has been influenced by the location and orientation of SWSH and OHM building as well as the relationship between the wider masterplan. The aim of the Ev0 Building is to read as an interesting building on its own, whilst also being sympathetic to SWSH and its distinctive architectural language as well as the recently completed OHM Building and proposals which may come forward in the future.
- 6.25. The Proposed Development is for a six storey building which references the modernist principles behind the architecture of SWSH but provides a restrained form that is respectful of the existing building.

- 6.26. The Illustrative Masterplan prepared by Planit provides full details on how the proposed layout of development responds to the existing site characteristics and the future proposed masterplan development.

Height and Massing

- 6.27. The development framework sets out that the scale and massing of the new buildings should reflect the sites strategic location and its role as an employment-led mixed use development. It identifies that the development framework is not prescriptive about precise scale and massing of future development on the site, but rather to indicate an appropriate building envelope within which future development proposals will come forward. With this, the development framework sets out that the office / research buildings would be an indicative height of between 2 to 5 storeys in height.
- 6.28. The Ev0 Building will be six stories in height (ground plus five) which is one storey taller than the SWSH building which is a total of five stories and acts as a landmark building. However, the scale and massing of the Ev0 Building is necessary to support the additional viability challenges presented by delivering one of the most sustainable buildings in the UK.
- 6.29. Full consideration has been given to the proposed height within the context of existing buildings and surrounding environment, via a Townscape and Visual Impact Assessment, Heritage Assessment and other associated environmental assessments, and it has been demonstrated that the height and mass of the building is appropriate.

Architectural Design

- 6.30. The architectural design of the building has been strongly influenced by the need to deliver a highly sustainable building whilst creating a highly attractive solution that fits in with its surroundings. As mentioned previously, multiple cladding approaches were tested in conjunction with the M&E Engineer before concluding that a built out facade providing self shading was the chosen solution.
- 6.31. The main aspiration is for a high quality facade with robust detailing and materiality to achieve a strong design language which will also aid the building's thermal performance. The articulation to the facade at ground floor creates an active and human scale frontage, which will positively contribute to the continuity and vibrancy of Didsbury Technology Park and connect with the contextual buildings.
- 6.32. The car park deck has been designed to ensure natural ventilation throughout, helping to reduce energy usage. The ground floor is left open for ventilation and visibility through the parking structure whilst the raised roof provides ventilation to the 2nd floor parking.
- 6.33. With a facade of flat solid panels this provides a visual barrier into the car park and prevents light from car headlights shining out towards the residential properties. However, this approach prevents ventilation to the first floor.
- 6.34. Using a similar faceted profile to the cladding on Ev0 ventilation is provide through the top of the cladding panel and also through the perforated side panel.
- 6.35. Further details on the external appearance and materials can be found in the Design and Access Statement prepared by Sheppard Robson.

Landscaping

- 6.36. The provision of open space within the Illustrative Masterplan has been part of an overall site-wide landscape strategy that is based on the existing landscape character and future visions for the Site. The Proposed Development seeks to introduce a range of biodiversity enhancements through the proposed landscaping scheme through delivering a larger range of plant species and wildlife habitats than what is on-site today. This will be achieved through planting of a variety of trees, shrubs and perennial species, much of which will be located within shallow rain gardens.
- 6.37. This will include a generous frontage to Ev0 comprising hard and soft landscape accommodating fixed and loose furniture to enable people to meet, dine and work outdoors. The wide green corridor will incorporate pockets of seating, enabling building users options to sit in amongst the soft landscape

- 6.38. Driving the concept for green infrastructure is the creation of corridors of vegetation that traverse the site for both the benefit of biodiversity and visual interest. The strongest green axis runs east/west making a connection between established vegetation on the boundary with residential properties of Kensal Drive and the mature tree belt that flanks Princess Road.
- 6.39. A total of 49 new trees will be planted comprising a range of species that reflect those that are already present on site and the growing conditions presented by the new external works.
- 6.40. For further information on the public realm and landscaping please refer to the Landscape Strategy prepared by Layer Studios submitted with this application.

Inclusive Design

Policy and Guidance

- 6.41. Core Strategy Policy DM1 Development Management states that buildings and neighbourhoods should be fully accessible to people with disabilities.
- 6.42. Design for Access 2 is also relevant guidance to be considered. This document provides guidance on measures that should be incorporated into schemes to increase their accessibility. 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.
- 6.43. Section 12 of the NPPF sets out the need for developments to be inclusive and accessible for existing and future users.

Compliance of the Proposed Development

- 6.44. The proposals have been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment which respond to the needs of all users. The design has been developed in full consideration of national legislation. This includes the provisions of BS8300: 2001 and The Building Regulations Part M (2015 edition incorporating 2016 amendments). The design also reflects the importance that the applicant places on complying with the requirements of the Equality Act 2010 and emerging Equality Act 2010 (Amendment) Bill 2015-16.
- 6.45. The proposals have been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment which respond to the needs of all users. The design has been developed in full consideration of national legislation. This includes the provisions of BS8300: 2001 and The Building Regulations Part M (2015 edition incorporating 2016 amendments). The design also reflects the importance that the applicant places on complying with the requirements of the Equality Act 2010 and emerging Equality Act 2010 (Amendment) Bill 2015-16.
- 6.46. Consideration has also been given to the requirements of MCC Design for Access 2. The design team has endeavoured to develop the detailed design of the scheme to comply with DFA2 standards, whilst meeting the client brief. The following facilities and criteria are included in the proposals:
- All internal doorways / openings will have a clear opening of no less than 800mm.
 - Wheelchair refuge points are provided in each escape stair on the upper levels.
 - Lifts are provided to each level of the development.
 - An accessible WC is provided within 45m of every part of the development.
 - Showers are provided at ground level with an accessible shower included in the facilities.
 - The interior fit-out and finishes will be designed to comply with Building Regulations, providing visual contrast between components where required to aid the visually impaired.
 - Induction loops will be provided in the reception, flexible working and meeting spaces to aid the hard of hearing.
 - Drop off point at main entrance
 - Level access to all ground floor external access and escape doors
 - Dropped kerbs and tactile paving to all new external crossings
 - Accessible access control to main entrance pass door
 - Accessible refreshment area in the main reception
 - Passenger lifts to all levels
 - Slip resistant flooring to cores and WC's

- Ten accessible parking spaces proposed at the entrance of the building with barrier free access to the building.
- Larger WC with grab rails on upper floors

6.47. Further information on the measures incorporated is found within Section 8 of the DAS.

6.48. The development has been designed in accordance with regulatory guidance ensuring it promotes the principles of inclusive design.

Sustainability and Energy Strategy

Policy and Guidance

6.49. The Core Strategy Policy EN4 encourages the reduction on CO2 Emissions through following the Energy Hierarchy principles:

- To reduce the need for energy through design features that provide passive heating, natural lighting and cooling.
- To reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies.

6.50. Policy EN6 of the Core Strategy seeks CO2 reductions from low or zero carbon energy supplies and includes the following targets:

- A CHP/district heating anchor or connection, or where not feasible.
- A 15% increase on Part L 2010.

6.51. Policy EN8 Adaptation to Climate Change of the Core Strategy sets out that all new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

6.52. The 2013 edition of Approved Document L1A: Conservation of fuel and power in new dwellings gives guidance for compliance with Building Regulations for building work carried out in England.

6.53. The supplementary planning document, Guide to Development in Manchester (2007) also details the environmental standards developments in Manchester are expected to achieve, including energy efficiency, renewable energy and environmental design.

6.54. In respect of climate change, Paragraph 152 of the NPPF advises that to support the transition to a low carbon future in a changing climate, taking account of flood risk and coastal change. It should help to:

- Shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience.
- Encourage the reuse of existing resources, including the conversion of existing buildings; and
- Support renewable and low carbon energy and associated infrastructure.

Compliance of the Proposed Development

6.55. The Environmental Standards Statement (ESS) and Energy Statement submitted in support of this application sets out how the Proposed Development will incorporate sustainability measures, including energy efficiency and environmental design. In addition, Chapter 7 of the ES assess the impact of the Proposed Development on Climate Change and as part of this includes an assessment of Green House Gas (GHG) emissions and embodied carbon.

Energy Strategy

6.56. The Proposed Development directly supports the Council's 2038 Net Zero Carbon target and has been designed on the basis that it will seek to achieve the following overall targets:

- Incorporating an enhanced 'fabric led' material specification along with high quality design and exemplary construction standards.

- Being designed and specified in accordance with the principles of the energy hierarchy.
 - Demonstrating an alignment with the energy efficiency requirements and carbon dioxide emission reduction targets within local planning policy.
 - The water consumption of the development will be minimised, and the internal water strategy will exceed the regulatory standard specified.
- 6.57. The approach utilised for this project starts with the building fabric. A high level of air tightness is specified in order to control infiltration of external air and exfiltration of conditioned internal air. U values in excess of building regulations have been specified in order to ensure a better performing envelope, all of which reduces heat loss and improves the energy efficiency of the building. Improvement of thermal performance of the fabric will also be enhanced by carefully designed shading devices and high performance glazing.
- 6.58. The systems proposed for this project build on the energy saving measures provided by an efficient envelope:
- The heating and cooling will be provided by a mixture of high efficiency Air-Source Heat Pumps, Water- Source VRF Heat Pumps, ambient loop and heat recovery.
 - Mechanical Ventilation with Heat Recovery will be provided to the building by high efficiency Air Handling Units.
 - High efficiency lighting with automatic controls and daylight controls for office space have been put forward.
 - The opportunities for practical implementation of PV arrays have been maximised across the development through the introduction of PV arrays on both the EvO building and car park deck.
- 6.59. A dynamic simulation assessment of the building operation following Part L2A 2013 (with 2016 amendments) of the building regulations has been undertaken using IES. The current results show a significant improvement over Part L 2013 (with 2016 amendments), of 62.6%, which is policy compliant.
- 6.60. Part L of the building regulations has currently changed to Part L 2021. However, the software for assessing compliance is currently still a beta version. As such, the analysis will be re-assessed once the finalised version of the software is available for testing compliance with Approved Document L2: 2021.
- 6.61. Given the ambitious aspirations of the project and the current performance under Part L, there is a high degree of confidence that the development will achieve compliance with Part L of the building regulations.
- 6.62. The Part L analysis will be refined through the design development stages to ensure compliance is still achieved.
- 6.63. The EvO Building is being assessed under the BREEAM NC UK 2018 Scheme (Issue 3.0) as an Office Building type – Shell & Core scope. Ramboll are appointed as the BREEAM Assessors working with the Applicant and other relative stakeholders to achieve certification for the interim Design Stage and Post Construction Review Stage Assessments. The project is required to achieve an ‘Excellent’ BREEAM rating (>70%).
- 6.64. At present, the BREEAM assessment is within the Design Stage (See figure 1), actively exchanging documentation as evidence for the assessment. 12.37% is currently achieved and 72.50% targeted, which will succeed in achieving the targeted ‘Excellent’ (>70%) rating.
- 6.65. Additional potential credits have been identified which the Design Team have been made aware of and engaged in their potential, should alternative credits be required to achieve the ‘Excellent’ rating.
- 6.66. The NABERS UK scheme being used for EvO Building is the ‘Design for Performance’ (DfP). DfP is the process whereby a developer or owner commits to design, build and commission a new office development or major refurbishment to achieve a specific NABERS UK star rating. The building will be designed to perform using the NABERS design process with a target of 5.5 stars

Climate Change

- 6.67. A Climate Change Chapter forms Chapter 7 of the ES. The chapter reports the impacts of the Proposed Development on the climate by providing an assessment of greenhouse gas (GHG) emissions. To do this, it takes an estimate of embodied carbon and operational carbon.

- 6.68. The Proposed Development would result in GHG emissions during construction from the raw materials required, transport and construction processes. The provisional estimate of emissions from the construction phase total 7,652 tCO₂e.
- 6.69. Mitigation measures would be implemented to reduce GHG emissions during construction of the Proposed Development. This could include the specification of best practice options for concrete, reinforcement steel and structural steel, the use of glazed terracotta or brick slips as façade materials and the use of anhydrite screed or screed board. Additionally, carbon offset payments will be set to ensure the demolition and construction is net zero. Therefore, there are no likely significant effects with regard to the vulnerability of the Proposed Development to climate change during construction or significant effects with regard to the in-combination climate change impacts as a result of the construction of the Proposed Development.
- 6.70. Once the Proposed Development is operational, GHG emissions would be generated primarily from the use of the Proposed Development and from its maintenance. The provisional estimate of emissions from the operation of the Proposed Development over the 60 year design life (excluding end of life) totals 236,201. However, it has only been estimated an increase of approximately 127,899 tCO₂e from the operation of the Proposed Development over a 60 year design life, relative to the do nothing scenario.
- 6.71. Therefore, it has not been considered that the emissions from the Proposed Development in isolation would have a material impact on the ability of the UK government, Great Manchester or buildings sector to meet their carbon budgets. Therefore we do not anticipate that this project would give rise to a significant effect on climate during the construction of the Proposed Development.
- 6.72. Climate change risks to the Proposed Development have also been assessed during its operation. Potential impacts include increased heat stress for workers, overwhelming of drainage assets or increased groundwater levels from increased frequency of intense rainfall events and overheating of mechanical and electrical equipment due to increased frequency and severity of extreme heat events.
- 6.73. However, mitigation measures have been embedded to ensure resilience to these potential impacts within the Proposed Development's design. The climate change risks to the Proposed Development have been assessed and it has been concluded that these are not to be significant because of mitigation measures already built in to the design which ensure the design provides a level of resilience to weather and climate-related effects. For example, drainage infrastructure has been designed with sufficient allowance to account for climate change and to withstand extreme rainfall events. Such measures would make the Proposed Development resilient to future climate conditions.
- 6.74. Therefore, there are no likely significant effects with regard to the vulnerability of the Proposed Development to climate change during operation or significant effects with regard to the in-combination climate change impacts as a result of the operation of the Proposed Development.

Summary

- 6.75. The Environmental Standards Statement, Energy Statement and Climate Change ES chapter provide further details of the energy and carbon performance of the proposed development.
- 6.76. Minimising the impacts of climate change has been integrated into proposed design. In this respect, the proposed energy strategy incorporates an enhanced 'fabric led' material specification, along with use of Photovoltaics, high quality design and exemplary construction standards to improve the energy efficiency of the scheme.
- 6.77. The development has been designed and specified in accordance with the principles of the energy hierarchy in line with the adopted Core Strategy Policy EN4.
- 6.78. In summary, these proposals will deliver a scheme that is energy efficient and cost-effective during occupation and it is demonstrated that the proposals will accords with the adopted Core Strategy Policy EN 4, EN6, EN8 and the Supplementary Planning Document (SPD) criteria while seeking to make a positive contribution towards Manchester strategic target of achieving Net Zero Carbon by 2038.

Environmental Considerations

- 6.79. Policy DM1 Development Management states that all development should have regard to, “effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.”
- 6.80. This planning application is supported by a full suite of technical assessments, including an EIA, which have considered the proposals in respect of their impact on surrounding residential amenity. The conclusions of the assessments are summarised below.

Archaeology

Policy and Guidance

- 6.81. Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects relating to archaeological heritage.
- 6.82. Section 16, paragraph 194 of the NPPF sets out that “where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.”

Compliance of the Proposed Development

- 6.83. The Applicant has consulted with the Greater Manchester Archaeological Advisory Service (GMAAS) on the need for archaeological assessments on the Proposed EIA Development.
- 6.84. GMAAS have identified that a detailed archaeological desk based assessment was prepared by White Young Green in November 2014 to inform the Spire Hospital application, on the Site adjacent to the EIA Development Site.
- 6.85. GMAAS have recommended in their letter dated 18 April 2016 that GMAAS consider the 2014 Report valid and that no further archaeological mitigation is required. The letter confirming this position is included in Appendix 1.

Built Heritage

Policy and Guidance

- 6.86. The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty on decision makers in exercising their planning functions with respect to heritage assets.
- 6.87. Section 66 requires:
“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses...”
- 6.88. Paragraph 8 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.
- 6.89. Paragraph 193 requires that when considering the impact of the Proposed Development on the significance of the asset, great weight should be given to the asset’s conservation, the more important the asset the greater the weight should be. Any harm or loss requires clear and convincing justification.
- 6.90. Paragraph 195 states that:
“Where a Proposed Development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss...”
- 6.91. Paragraph 196 of the NPPF states that:

“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”

- 6.92. The Planning Practice Guidance (PPG) defines ‘public benefits’ as follows:

“Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

- 6.93. Core Strategy Policy EN3 ‘Heritage’ highlights that throughout the City, MCC will encourage development that complements and takes advantage of the distinct heritage and heritage features of its districts and neighbourhoods. New developments must be designed so as to support MCC in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. Proposals which enable the re-use of heritage assets are encouraged where they are considered consistent with the significance of the heritage asset.

Compliance of the Proposed Development

- 6.94. The Proposed Development has been designed through an iterative process in close consultation with MCC.
- 6.95. A Heritage Statement, prepared by Deloitte, has been submitted in support of this application.
- 6.96. The Heritage Statement concludes that the development is likely to cause no harm on the identified heritage assets. The Site has been earmarked for development by the Siemens Campus Princess Road SRF, and has no historic link to the remaining local assets. It is considered that the Proposed Development will continue to enhance the regeneration of this area, thereby making a positive contribution to overall local character and distinctiveness.
- 6.97. The Proposed Development is in full compliance with MCC Local Policy EN3 (Preserving and enhancing the historic environment) and Saved UDP Citywide Development Control Policy DC 18.1 (Conservation Areas) and Policy DC19.1 (Listed Buildings).
- 6.98. Overall, the Proposed Development is in accordance with statutory legislation and national and local policy.

Ecology

Policy and Guidance

- 6.99. Core Strategy Policy EN15 Biodiversity and Geological Conservation outlines that the Council will seek to maintain and enhance sites of ecological value throughout the City. Developers are required to demonstrate that they have assessed and taken account of the potential effect of the development on biodiversity including European, national and locally priority species such as the great crested newt, pipistrelle bats and certain bird species.
- 6.100. Chapter 15 of the NPPF Conserving and enhancing the natural environment (paragraphs 170 to 183), identifies numerous ways in which planning policies and decisions can contribute to and enhance the natural and local environment. It states that new development should minimise impacts on ecology, and developments should be encouraged to incorporate biodiversity improvements in and around developments.

Compliance of the Proposed Development

- 6.101. A Preliminary Ecological Appraisal Report and Extended Phase 1 Habitat Survey has been prepared by Brooks Ecological for this application.
- 6.102. The site is comprised of limited number of common and widespread habitats, highly disturbed by ongoing human activity and in a built-up location. The presence of scarce or otherwise notable fauna and flora at the Site appears unlikely. In line with national planning policy a range of mitigation features and enhancement measures have been proposed to be included within the proposed EIA development.
- 6.103. To address biodiversity, Bruntwood has undertaken an iterative approach to landscaping design with input from the appointed landscape designer and ecologist. This process has had to balance the aspiration to

maximise biodiversity enhancements alongside fundamental site constraints, such as land ownerships, on-site renewable energy requirements and infrastructure, as well as the need to achieve other planning objectives, such as providing sufficient on-site parking.

- 6.104. Based on the biodiversity net gain calculator, the proposals are calculated as resulting in a overall net loss in habitat and hedgerow units, with a shortfall of -0.21 Habitat Units (-11.06%) and gain of 0.53 hedgerow units (-196.3%) predicted. It is important to highlight that this is a small amount of biodiversity loss, due to the existing baseline only representing 1.92 biodiversity units. It is also important to highlight the proposals will deliver a variety of new species across the site and a net addition of 49 trees, which substantially exceeds MCC's target ratio of 3:1.
- 6.105. Although there is no specific adopted policy that stipulates a prescribed biodiversity net gain, the Applicant has maximised on-site biodiversity as far as possible, in the context of numerous other competing site constraints and planning policy objectives. The loss of on-site biodiversity is relatively minor, whereas the benefits of delivering one of the UK's lowest carbon buildings are considered to be of strategic importance for Manchester and the wider North West Region.
- 6.106. To ensure there is no overall net loss of biodiversity, the small shortfall identified will be compensated via the purchase of off-site habitat units that equate to overall 10% Biodiversity Net Gain. Bruntwood has already undertaken early dialogue with off-site Biodiversity providers, who have confirmed it will be possible to deliver the enhancements within Greater Manchester. As such, the Applicant proposes a planning condition to be attached to a future decision notice, which requires the submission of details of how the proposals have maximised the feasible amount of on-site Biodiversity (up to 10% net gain) and how any residual habitat units will be secured via off-site provision
- 6.107. Given the implementation of the mitigation set out above, it is anticipated that the proposals will comply with most of the relevant policy and legislation relating to wildlife and ecology, except for the small loss of biodiversity anticipated.

Green and Blue Infrastructure

- 6.108. Table 2 outlines how the Proposed Development responds to the vision and objectives set out in the Manchester Green and Blue Infrastructure Strategy 2015 and, in turn, Core Strategy Policies EN9 Green Infrastructure and EN15 Biodiversity and Geological Conservation). It should be read in conjunction with the Design and Access Statement, prepared Piercy&Company.

Table 6.1 Assessment of Proposed Green and Blue Infrastructure

Vision:	Response:
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 greenspaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.	
Objectives established to enable the vision to be achieved:	
1. Improve the quality and function of existing Green and Blue Infrastructure, to maximise the benefits it delivers.	The development includes a significant amount of new public realm which will improve the quality of the green infrastructure, and the streetscape; therefore, improving the routes and connectivity to the green infrastructure offer within Didsbury Technology Park and the surrounding areas.

	Green structure and site wide continuity will be achieved through a baseline palette of low growing, textural species and pick up on species such as acanthus and vinca that have been integrated around Ohm. This green canvas will be interspersed with taller herbaceous perennials that will add vertical interest and accents of colour. A total of 49 new trees will be planted comprising a range of species that reflect those that are already present on site and the growing conditions presented by the new external works. The tree planting should focus on native and/or fruit bearing species where possible to maximise benefits to invertebrates and birds and formal shrub planting should incorporate flowering species.
2. Use 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 development framework. The creation of a significant amount of public realm on the Site will provide a green open space for users in Didsbury Technology Park and the surrounding area. This new public realm will improve linkages through Didsbury Technology Park. SUD activated tree pits throughout the public realm will hold surface water run-off before filtering through the active drainage system.
3. Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.	Given the highly sustainable location of the Site, occupants and visitors will have access to a variety of transport modes. Cycle storage is provided to encourage uptake of active transport. The building will also create an inclusive environment so that people with mobility, aural or visual impairments can access the building with ease. Overall, the Proposed Development will enhance pedestrian connectivity, access and the perception of safety by creating 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 provision of new public realm on-site in the Proposed Development will promote a wider understanding and awareness of the benefits from such infrastructure. The inclusion of public realm may 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 surrounding areas. This has the potential to reduce reliance on private car journeys and generate health benefits associated with walking and cycling.

Arboriculture

Policy and Guidance

- 6.109. Core Strategy Policy EN9 Green Infrastructure highlights that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It continues by stating that the Council will seek to protect existing street trees and promote new planting.

- 6.110. Section 12 of NPPF also highlights the important contribution which trees make to the character and quality of urban environments. It goes on to state that decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

Compliance of the Proposed Development

- 6.111. An Arboricultural Impact Assessment was undertaken by Brooks and has been submitted as part of the application for the full Masterplan Site.
- 6.112. The tree survey revealed a total of eighty two individual trees, four groups of trees and three hedges. Of these, eight trees were identified as retention category 'B', seventy six trees/groups were identified as retention category 'C' and five trees were identified as retention category 'U'. There were no retention category 'A' trees identified.
- 6.113. One small and six individual trees are expected to be removed to facilitate the development. To mitigate the loss of the trees a replacement strategy is proposed as part of the landscaping proposals to include a scheme of well-structured new trees that will add to the quality of the area and help integrate the proposed development into the surrounding landscape. In this instance, it is understood that a total of 49 new trees will be planted comprising a range of species that reflect those that are already present on site and the growing conditions presented by the new external works. The general approach is to use trees with fastigate form to create structure whilst minimising canopy overhang on the carriageway and car parking.

Ground Conditions

Policy and Guidance

- 6.114. Core Strategy Policy EN18 Contaminated Land and Ground Stability sets out that the Council will give priority for the remediation of contaminated land to strategic locations.
- 6.115. Paragraph 183 of the NPPF requires that planning policies and decisions should ensure that sites are suitable for any proposed use by taking account of ground conditions and risks arising from land instability and contamination. This includes the risks arising from natural hazards or former activities such as mining and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation).

Compliance of the Proposed Development

- 6.116. Ian Farmer Associates prepared a Preliminary Investigation Report (dated December 2015) and Ground Investigation Report (dated January 2017) for the planning application approved on 17 March 2017 for the OHM Building. This information covers the entire masterplan area (which includes Phase 3 and Building D1).
- 6.117. The results of soil analysis indicate that there is only a very low risk to end users of the site from soil contamination.
- 6.118. There was no visual evidence of bulk asbestos contamination or evidence of ACM's during site work. The extremely low fibre concentrations indicate that there would not be significant risks to end-users or construction workers from asbestos.
- 6.119. The ground conditions encountered at the site indicate that the risks to ground water would be very low and it is considered unlikely that further assessment of the risks to controlled waters may be required.
- 6.120. Initial gas monitoring determined the presence of methane at a concentration of up to 0.6%v/v and carbon dioxide of up to 15%v/v with a flow rate of up to 4.23litres/hour. Gas Screening Values (GSV) of 0.03litres/hour may be derived for methane and 0.63l/hr for carbon dioxide. These values indicate that the site is Characteristic Situation 2; low risk.
- 6.121. As part of the pre-application process, the EHO was consulted on the basis of the Ian Farmer survey and the supporting letter (dated 12 May 2022).

- 6.122. On the basis of the above it can be concluded that ground conditions of the Site are suitable for the Proposed Development and will not pose any risk to the users.

Air Quality

Policy and Guidance

- 6.123. Core Strategy Policy EN16 Air Quality states that *“the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester’s principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.”*
- 6.124. Policy DM1 Development Management states that all development should have regard to, “effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.”
- 6.125. Paragraph 185 of the NPPF states that the planning system should prevent both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.

Compliance of the Proposed Development

- 6.126. An Air Quality Assessment has been undertaken by Ramboll and an ES Chapter has also been prepared. A review of the current legislation and planning policy was undertaken, along with a baseline assessment describing the current air quality conditions in the vicinity of the proposed development, and an assessment of the potential air quality impacts associated with the construction and operation of the scheme.
- 6.127. The EIA Site is located within the Manchester Air Quality Management Area which was designated due to exceedances in the relevant air quality standard for annual mean nitrogen dioxide concentrations.
- 6.128. The demolition and construction works have the potential to generate dust. Suitable mitigation measures have been identified to minimise dust generation and construction vehicle emissions. With the implementation of the mitigation measures, which would be set out within a Construction Environmental Management Plan to be agreed with MCC, significant dust effects are not anticipated.
- 6.129. Concentrations of NO₂, PM₁₀ and PM_{2.5} have been predicted for a number of worst-case locations representing existing properties adjacent to the road network. Predicted concentrations are below the relevant objectives at all of the modelled receptor locations, and no significant effects are predicted as a result of development traffic.

Ventilation

Policy and Guidance

- 6.130. Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects on amenity.

Compliance of the Proposed Development

- 6.131. A Ventilation Strategy has been prepared by Ramboll and has been submitted in support of this application.
- 6.132. Ventilation will be provided to all parts of the development given due consideration to the use, occupancy requirements and function of each space.
- 6.133. The EvO Building will be served by a centralised mechanical ventilation with heat recovery system. The Air Handling Units (AHUs) will be selected for low energy consumption (low SFP) and high efficiency heat recovery. The kitchen will be ventilated via dedicated mechanical supply and extract systems. Bin stores shall be mechanically ventilated in order to prevent the build-up of nuisance odour. 6 air changes (ACH) of mechanical extract ventilation will be provided with makeup air provided via Louvres. Cycle stores shall be mechanically ventilated in order to prevent the build-up of nuisance odour. 6 air changes (ACH) of mechanical extract ventilation will be provided with makeup air provided via Louvres.

- 6.134. Smoke control to protected escape routes shall be provided via mechanical ventilation smoke extract and/or Automatic Openable Vent (AOV) in line with BSEN 12101 and Approved Document B of the Building Regulations. Where AOVs are used, the actuators shall be provided with either two independent power supplies or be of a 'fail open' type.
- 6.135. The smoke extract system shall be provided with two independent power sources. The standby power provision will be satisfied via life safety a generator. All power cabling running through the building to serve life safety equipment will be appropriately fire rated.
- 6.136. The design will be compliant with Approved Document Part F, Part L, CIBSE Guide A, British Council for Offices Guidance and relevant BS/ EN Standards.
- 6.137. Further details on the Ventilation Strategy can be found in the report submitted with this application.

Flood Risk and Drainage

Policy and Guidance

- 6.138. Core Strategy Policy EN14 Flood Risk outlines that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).
- 6.139. In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.
- 6.140. Core Strategy Policy EN17 Water Quality sets out that following elements a development must consider in relation to water quality:
- Avoid any adverse impact on water quality, including during the construction phase.
 - Minimise surface water run-off, maximise the use of appropriate sustainable drainage systems, and minimise groundwater contamination.
 - If close to a watercourse the development should ensure waste and litter cannot enter the watercourse
- 6.141. Chapter 14 of the NPPF provides policy guidance on climate change, flooding, and coastal change. Paragraph 159 explains the basic principle that inappropriate development in the areas at risk of flooding should be avoided. This is achieved through applying a Sequential and Exception Test as governed by Paragraphs 161-166. This provides the tests that must be met to allow development on land at risk of flooding and is explained in detail further within this section.

Compliance of the Proposed Development

- 6.142. The Site lies within Flood Zone 1 and as such is at low risk of flooding from rivers or sea.
- 6.143. A Flood Risk Assessment (FRA) has been prepared by Ramboll assesses the risk to the Proposed Development from different sources of flooding as well as the risk of flooding elsewhere due to the proposed development. Where necessary it recommends appropriate mitigation measures to manage these risks.
- 6.144. An FRA was undertaken to evaluate baseline flood risk to the site and flood risk to the Proposed Development. Baseline flood risk is low in all categories, other than groundwater flooding. Flood risk in all categories with the exception of surface water flooding in limited extents through the site. With the implementation of an effective Drainage Strategy in accordance with the NPPF, surface water flood risk to the Proposed development is expected to be very low as defined by the EA and, therefore, considered to be acceptable in flood risk terms in accordance with the requirements of the NPPF.
- 6.145. The drainage scheme will be designed and constructed in accordance with the relevant British / European Standards, recognised best practice guidance and Building Regulations approved documents.

Transport

Policy and Guidance

- 6.146. 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.
- 6.147. 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.
- 6.148. 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.*

Compliance of the Proposed Development

- 6.149. A Transport Assessment (TA) and Framework Travel Plan have been prepared by Curtins to support this application. The TA determines that the proposed development benefits from good access to a range of modes of transport and local services as follows:
- A number of key local destinations are within walking distance of the Site and the existing pedestrian infrastructure in the vicinity of the development site is considered to be very good, providing excellent opportunities for trips to be undertaken on foot.
 - The Site and surrounding area can be accessed by bike using a number of routes catering for a range of cycle abilities, and the TA considers that cycling can be promoted as part of an overall sustainable travel mode.
 - Frequent bus services run within the vicinity of the Site providing options for access to Manchester City Centre and the surrounding area of the Site with a number of bus stops within walking distance of the Site from Nell Lane, Barlow Moor Road, Southern Cemetery and Princess Road.
 - The nearest Metrolink tram stop is Burton Road or Withington which are both located within a 12 minute walk from the Site, and Barlow Moor Road tram stop is a 1.8km walk from the Site providing access to Manchester City Centre and Manchester Airport.
- 6.150. The car parking provision has been carefully planned to ensure Siemens' existing requirements continue to be met as well as the car parking needs of future occupiers of the new commercial building. The proposed level of car parking is considered appropriate for the scale and proposed use of the development.
- 6.151. The TA presents an assessment of the transport impact of the Proposed EIA Development. It concludes that the proposed development is acceptable from a transport and highways perspective and appropriate mitigation can be provided.
- 6.152. A Travel Plan Framework has been prepared which sets out a list of potential measures that could be implemented to affect a modal choice, and a management strategy for producing a full Travel Plan in the future. A number of sustainable travel initiatives are proposed to encourage against reliance on car travel to access the development, which already benefits from excellent public transport links.

- 6.153. In relation to construction traffic, an Outline Demolition and Construction Environmental Management Plan will be developed and agreed with MCC prior to construction commencing. This will identify measures to mitigate impacts associated with construction traffic on the local and strategic transport networks.

Noise and Vibration

Policy and Guidance

- 6.154. Saved UDP Policy DC26 Development and Noise outlines 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.
- 6.155. In addition, Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects on amenity, including noise.
- 6.156. NPPF paragraph 174 e) sets out that development should neither contribute nor be at risk of the impacts of noise.
- 6.157. Manchester City Council's Planning and Noise – Technical Guidance (2022) sets out the City's criteria for internal and external noise levels. The guidance requests that plant items are assessed in accordance with the methodology in BS4142:2014+A1:2019² to minimise the impact of noise on the nearest sensitive receptors. The City's guidance states:

'Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location'.

Compliance of the Proposed Development

- 6.158. A Noise Survey carried out Ramboll has been prepared and submitted with this application. The Noise Assessment details the noise surveys undertaken and proposes a number of design mitigation measures.
- 6.159. This report details noise level measurements taken on site and near to existing sensitive receptors to the development. These noise levels have been used to assess the minimum acoustic requirements for the building envelope and set suitable noise limits for external plant.
- 6.160. Existing noise levels are moderate and may be controlled via the proposed form of construction and suitable glazing specifications.
- 6.161. Plant limits for new external plant serving the scheme have been set using the methodology of BS 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound' and requirements set out in Manchester City Council's 'Planning and Noise – Technical Guidance' (2022).
- 6.162. Any emergency plant items such as standby generators will be designed to exceed existing background levels by no more than 10dB.

Implementation and Operation

Construction Management

Policy and Guidance

- 6.163. Core Strategy Policy DM1 Development Management, states that development should have regard to effects on amenity, including noise, air quality, road safety and traffic generation. Policy SP1 Spatial Principles, states that developments should minimise emissions.

Compliance of the Proposed Development

- 6.164. The Construction Management and Phasing Chapter of the ES Volume 1, prepared by WWA on behalf of the Applicant, describes the proposed construction programme and key activities that will be undertaken.

- 6.165. An anticipated construction programme is provided at within the EIA Construction Management and Phasing Chapter; this provides an expected total construction period by reference to the potential phasing of delivery and in line with normal construction working hours. The programme targets construction to take place between Q2 2023 to Q2 2024.
- 6.166. The Chapter includes an overview of the methodology to be adopted for the construction and fit out of the development and considers traffic management for the movement of material to the disposal of waste from the Development.

Crime

Policy and Guidance

- 6.167. Core Strategy Policy DM1 Development Management outlines that all development should have regard to the specific issues including community safety and crime prevention.

Compliance of the Proposed Development

- 6.168. A Crime Impact Statement (CIS) has been prepared by Greater Manchester Police: Design for Security and is submitted as part of this planning application.
- 6.169. The CIS highlights positive aspects of the proposals which include:
- Located within a secure business estate
 - Increases the amount of natural surveillance
 - One way system in the car park will prevent collisions
 - Single entry points to centralise and monitor entry
 - Cladding system at ground floor will be difficult to deface (graffiti)
 - Site will be covered by comprehensive monitored CCTV and lighting system
- 6.170. The CIS also identifies a number of recommendations to be considered during the fit out and management stages of the development. The design team will continue to work with officers from GMP through the detailed design stage.
- 6.171. The CIS also provided a number of standards and features both internally and externally to demonstrate a level of physical security acceptable to Design for Security, such as doors, windows, glazing, alarms and access control which will be considered as part of detailed design work post planning.
- 6.172. The CIS prepared by GMP is submitted in support of the application.

TV Reception

Policy and Guidance

- 6.173. Under MCC planning guidance, any development over four storeys require a TV reception impact assessment. The report should assess the possible interference created by the Proposed Development on TV and radio reception within the area.
- 6.174. Paragraph 114 of the NPPF states that local planning authorities should ensure that:
- “ they have evidence to demonstrate that electronic communications infrastructure is not expected to cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest; and*
- they have considered the possibility of the construction of new buildings or other structures interfering with broadcast and electronic communications services.”*

Compliance of the Proposed Development

- 6.175. A Television Survey has been prepared by G-Tech for the site and has been submitted as part of this application.

- 6.176. From the results of a desktop study and results recorded during a field survey the TV Reception Survey concludes that the any reported TV interference could be mitigated by the solutions set out in the report. A full copy of the report is submitted with the application.

Local Labour Agreement

Policy and Guidance

- 6.177. Core Strategy Policy EC1 Employment and Economic Growth in Manchester requires Local Employment Agreements to contain a commitment to work with the Work Skills Team to ensure that employment opportunities resulting from this development are made available to Manchester residents through existing recruitment offer and allow hard to reach groups equal opportunity to be successful in applying.

Compliance of the Proposed Development

- 6.178. 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 in support of the planning application.

Economics

Policy and Guidance

- 6.179. Core Strategy Policy CC1 Primary Development Focus: City Centre and Fringe states that within the City Centre a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses.
- 6.180. Core Strategy Policy CC5 Transport outlines that proposals that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements.
- 6.181. Core Strategy Policy C10 A Place for Everyone highlights that the City Centre will develop as a location which appeals to a wide range of residents and objectives, including through high standards of accessibility to buildings and across spaces.
- 6.182. Core Strategy Policy EN1 Design Principles and Strategic Character Areas identifies the City Centre Character Area. The policy states that within the Character Area there is the opportunity to create landmark buildings, developments should positively contribute to the experience of all at the street level and the opportunity to enhance existing and provide new areas of meaningful open space should be considered.

Compliance of the Proposed Development

- 6.183. Ekosgen have prepared a Economic Impact Assessment for the Proposed Development. It concludes that the Proposed Development will generate economic benefits through both its construction and operation.
- 6.184. The Ev0 Building development has estimated construction costs of £30.0m across, estimated to have a build period of approximately 78 week . Applying the average spend per full time equivalent (FTE) in the Construction sector in the North West¹⁰, suggests around 250 FTE job years will be supported over the construction period. These jobs will generate total Gross Value Added (GVA – a measure of economic output) of £19.7m across the period.
- 6.185. By adopting a Local labour Agreement, additional local employment opportunities could be provided to ensure benefits are captured in the local economy. In addition, any apprenticeships directly supported through the construction phase would help to make a contribution to upskilling the local workforce and providing additional local entry level employment opportunities, generating wider benefits.
- 6.186. The Ev0 building is likely to accommodate high productivity businesses across a range of sectors including R&D, Tech and Life Sciences, key growth sectors for Manchester.
- 6.187. The proposed development is estimated to deliver the following benefits.
- 620 FTE jobs accommodated in the building, once fully occupied, based on the anticipated floorspace, anticipated uses and the application of HCA employment densities guidance.

¹⁰ Using the Annual Business Survey, Business Register and Employment Survey (BRES) and the Annual Population Survey

- The significant number of jobs accommodated will generate GVA worth over £41.3m per year.
- Wages will total £19.7m and a considerable proportion of which will be spent locally.
- Each year, £4.0m of national insurance and income tax will be contributed to the public purse.

6.188. The employment supported onsite will cater to a range of skill levels, including opportunities for a significant number of highly skilled workers, including roles relevant to graduates who have a strong retention rate in the city, helping to drive economic growth and productivity in the city. Mid-level and low skilled roles will also be accommodated, providing accessible employment opportunities for residents, and supporting inclusive growth aspiration. The range of job roles will create opportunities for career progression.

Conclusion

6.189. This section of the report provides a summary of how the application proposals have 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 including the preparation of an Environmental Impact Assessment and other technical reports. The conclusion of that process is that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

7. Summary and Conclusions

- 7.1. This Supporting Planning Statement accompanies an application for full Planning Permission submitted to Manchester City Council (MCC) on behalf of Bruntwood (Didsbury TP) Ltd.
- 7.2. The Proposed Development comprises the second phase of the development of the mixed use development site at West Didsbury, Manchester. This application proposes development of a ground plus five storey commercial building and car park deck providing 10,409 sq. m GEA commercial floorspace for flexible Grade A offices with supporting ground floor café in addition to new parking spaces within car parking deck, landscaping and highways improvements.
- 7.3. The wider site is identified by Manchester City Council as a commercial development site, as allocated by Policy DB12b of the Manchester City Council Unitary Development Plan (saved policies) . More recently, the Siemens Development Framework (2014) provides high level development principles for future development proposals.
- 7.4. Planning policy and guidance has been a key consideration in the preparation of this planning application. In this respect, the planning application has demonstrated that the development proposals are demonstrably in accordance with planning policy and all material considerations.



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