Deloitte.



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

Statement of Consultation

October 2022

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1. Introduction

1.1. This Statement of Consultation accompanies an application for Full Planning Permission, submitted to Manchester City Council (MCC) by Bruntwood Works (hereby referred to as 'Bruntwood').

1.2. The 'Proposed Development' comprises of the erection of a five storey commercial building for the use as offices with ancillary café on ground floor, erection of ground plus two storey car park deck (Sui Generis) together with landscaping and highway works.

1.3. This Statement sets out in detail the pre-application consultation that has been undertaken, the feedback received and how that has been considered and addressed within the final proposals, where appropriate.

1.4. The following documents have been included within this report as evidence to support the statements that have been made:

- Site Location Plan (Appendix 1);
- Consultation Boundary (Appendix 2);
- Consultation Leaflets (Appendix 3);
- Consultation Webpages / Brochure (Appendix 4), and
- Consultation Boards (Appendix 5).

Site, Surroundings and Masterplan Context

1.5. The Site is located in West Didsbury within South Manchester and is bounded by 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). The Site boundary extends to 1.67 hectares. A location plan is enclosed with this Statement at Appendix 1.

1.6. The Site currently comprises a surface level car park for c. 189 car parking spaces to the east, of which 121 are allocated for use by Siemens and 68 are allocated for use by the occupiers of Ohm Building. A managed lawn area forms part of the northern end of the Site, with the OHM building in the south west. The Site can currently be accessed via Nell Lane to the north, or from the south via Barlow Moor Road.

1.7. West Didsbury is located to the east of the Site, with two schools (The Birches School and Lancasterian School), a number established residential developments and West Didsbury police station within the immediate vicinity.

1.8. 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.

1.9. 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.

1.10. 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.

1.11. 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.

1.12. The Site is located within Didsbury Technology Park which forms one part of a larger strategic development site that is allocated by saved UDP Policy DB12b of the Manchester City Council Unitary Development Plan (saved policies). This area also falls within the Siemens Princess Road Campus Development Framework which was endorsed by MCC in November 2014. The Development Framework provides the high level guiding development principles for future proposals.

1.13. 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, indicating the site layout and phasing of the future phases of the masterplan.

1.14. 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').

The Proposed Development

1.15. In summary, the Proposed Development includes the following:

- Erection of six storey office building (ground plus five storeys), comprising 10,409 sqm (GEA) Grade A office space;
- Ground floor café within office building (185 sqm (NIA))
- Erection of three storey car park deck (ground plus two) and reconfiguration of existing surface level car parking to provide 465 operational car parking spaces (of which 232 spaces will be allocated for use by the Ev0 Building, 100 will be allocated for use by Siemens and 68 allocated for use by Building D3). The car park has capacity for a further 65 spaces, which are not currently proposed to be operational as part of this planning application.
- A total of 110 cycle parking spaces within the car parking deck, including 10 within the public realm.
- High quality hard and soft landscaping throughout the Site, and
- Access improvements and upgraded junction at Barlow Moor Road entrance, including provision of two new signalised pedestrian crossings.

1.16. The formal description of development contained within the planning application form states:

"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.

1.17. Further details can be found within the submitted Planning Statement, prepared by Deloitte, and the Design and Access Statements prepared by Sheppard Robson.

Pre-Application Consultation

1.18. Prior to the submission of the planning application the Applicant has undertaken an extensive stakeholder engagement strategy to ensure that the objectives and details of the emerging proposals have been clearly communicated and discussed with statutory consultees and interested parties

Public Consultation

1.19. Engagement with the local community was undertaken over a four week period, between 20th May 2022 and 17th June 2022. The consultation period was also extended by further two weeks at the request of West Didsbury Residents' Association to enable the local community group to discuss the proposals with its members and provide the collective response.

1.20. Throughout the duration of the public consultation period, members of the public had access to the Ev0 public consultation website, which provided details of the site history, masterplan context, project objectives and emerging scheme proposals. The website also provided visitors with the opportunity to provide any comments or raise questions, which have been responded to by the project team during the pre-application period.

1.21. During this period, the Applicant also hosted an online consultation briefing on 24th May 2022, as well as a physical consultation event on-site that took place on 9th June 2022. Both events provided attendees with the opportunity to ask the project team any questions about the proposals.

1.22. The objectives for pre-application engagement for the Proposed Development were to:

- Communicate the vision for the scheme and generate support for the Proposed Development;

- Gather feedback on the key issues and address any potential concerns that relate to the Proposed Development; and

- Make people aware of the timescales for development and keep them informed about progress with regard to the development of the proposals.

1.23. The following activities, set out in detail in Section 3 of this Statement, have been undertaken with the public to support this overall ambition for the consultation process:

- 20 May 2022: A total of 769 leaflets (Appendix 3) were delivered to the local businesses and residential community (as defined by the consultation boundary area in Appendix (2) to notify them of the Proposed Development and direct them to the consultation website. In addition to leaflets, email notification of the public consultation period were also sent to local stakeholder groups, including West Didsbury Residents Association (WDRA), Lancastrian and Birches Schools, Paupers Wood Forest School and Green Walk residents.

- 20 May – 17 June 2022: The consultation ran for approximately four weeks between 20 May 2022 to 17 June 2022, although was extended for WDRA. Over the consultation period the website (Appendix 4) received approximately 962 visitors and 21 responses were submitted. The vast majority of the respondents were local residents.

- 24 May 2022: A webinar was held to provide a briefing session for the public and was included a Q&A session where guests had the opportunity to submit live questions. The event received 13 attendees.

- 9 June 2022: A physical consultation event was held at Sir Williams Siemens House, allowing the public to discuss the proposals with the project in-person. The event received 16 attendees.

1.24. A full account of all public engagement undertaken, the headline responses received, and the Applicant's response to each is set out in full within Section 3.

Stakeholder Consultee and Key Stakeholder Engagement

1.25. Pre-application consultation with Statutory Consultees and other key stakeholders has provided an overview of the proposals themselves, but also addressed how they respond to the Site, surrounding local area and the City's wider strategic regeneration objectives.

1.26. Consultation activity undertaken during the pre-application period has included:

- Pre-application discussions with Senior Planning Officers at Manchester City Council, which has taken place throughout the design development process;

- Greater Manchester Police (via the Design by Security team) has been consulted, and their advice in terms of security has been addressed in the application proposals;

- Local Ward Councillors were provided with a direct briefing of the project prior to the start of public consultation and were invited to attend the public consultation events;

- Local stakeholders were directly notified of the public consultation, including WDRA, Lancastrian and Birches School, Green Walk residents and Paupers Wood Forest School;

- An Environmental Impact Assessment Scoping Report was submitted to MCC on 31 May 2022 and a Formal Scoping Opinion was issued on 21 October 2022. In respsect of the Scoping, statutory consultee responses were received in respect of United Utilities, MCC Highways, MCC Flood Risk Team, GMEU, GMAAS, MCC Conservation Officer and Natural England.

1.27. Full details of all pre-application engagement with statutory consultees and key stakeholders and the response provided by the submission is provided in Section 3 of this Statement.

Report Structure

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

- Section 2 – sets out the relevant planning policy and requirements.

- Section 3 – provides details of the consultation undertaken, summarises the feedback received and provides a response where relevant.

- Section 4 – presents the summary and conclusions.

2. Policy Context

2.1. Guidance and policy requirements with regard to consultation and pre-application engagement is set out at both the national and local level in this section.

National

Localism Act

2.2. The Localism Bill was introduced to Parliament on 13 December 2010, and was given Royal Assent on 15 November 2011, becoming an Act ("the Act").

2.3. The main aim of the Act is to shift power from Central Government back into the hands of individuals, communities and Councils. It includes five key measures as follows:

- Community rights.
- Neighbourhood planning.
- Housing.
- General power of competence.
- Empowering cities and other local areas.

2.4. Part 6 of the Act specifically deals with planning and Chapter 4 sets out requirements in relation to consultation before applying for Planning Permission.

2.5. Section 122 of the Act amends the Town and Country Planning Act 1990 to include a new section 61W that sets out a requirement to carry out pre-application consultation as follows:

1 Where—

a) a person proposes to make an application for planning permission for the development of any land in England, and

b) the proposed development is of a description specified in a development order, the person must carry out consultation on the proposed application in accordance with subsections (2) and (3).

2.6. Subsections (2) and (3) state:

2 The person must publicise the proposed application in such manner as the person reasonably considers is likely to bring the proposed application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land.

3 The person must consult each specified person about the proposed application.

2.7. Subsection (4) outlines the requirements in regard to publicity of applications:

4 Publicity under subsection (2) must—

a) set out how the person ("P") may be contacted by persons wishing to comment on, or collaborate with P on the design of, the proposed development, and

b) give such information about the proposed timetable for the consultation as is sufficient to ensure that persons wishing to comment on the proposed development may do so in good time.

2.8. The Act also sets out a duty to take account of the responses to consultation. Section 61X requires a developer to have regard to any comments or responses generated by the consultation undertaken in accordance with section 61W, when deciding whether to make any changes to proposals before submitting a planning application.

2.9. Section 61Y enables the Secretary of State to set out further provisions as to how the consultation required under new section 61W should be undertaken in practice.

National Planning Policy Framework (2021)

2.10. The Department for Communities and Local Government published the amended NPPF in July 2018, February 2019, and most recently in July 2021. The document sets out the Government's planning policies for England and how these are to be applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

2.11. Paragraphs 39 to 46 address pre-application engagement and front-loading. Paragraph 39 observes that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It goes on to state that good quality pre-application discussion enables better co-ordination between public and private resources and improved outcomes for the community.

2.12. Paragraph 40 directs local planning authorities to encourage any applicants who are not already required to do so by law to engage with the local community, where they think this would be beneficial, and, where relevant with statutory and non-statutory consultees, before submitting applications.

2.13. Similarly, paragraphs 124 to 129 set out how Local Planning Authorities should have regard to early, proactive and positive engagement with the local community and their views, as well as addressing any comments received from design review panels.

2.14. The NPPF also promotes the use of the Local Planning Authority Pre-Application Service to encourage a partnership approach to applications. It is considered that early engagement with the Local Planning Authority is often conducive to the best result for the application, as it highlights where further work is required.

National Planning Practice Guidance

2.15. In March 2014, the Government issued the National Planning Practice Guidance as an on-line resource, which is designed to bring together planning practice guidance for England in an accessible and usable way. The Guidance was amended in line with the recent updates to the NPPF.

2.16. The Guidance provides further detail to assist in the understanding of planning policies set out within the NPPF, including requirements for pre-application engagement. The 'Consultation and pre-decision matters' identifies that:

- In line with the policies of the NPPF, statutory consultees have an important role to play in the pre-application stage and should be engaged early; and,
- Pre-application consultation with the local community is encouraged where it adds value to process and outcome.

Local

Manchester City Council Statement of Community Involvement

2.17. MCC adopted a refreshed Statement of Community Involvement (SCI) in June 2018. The SCI sets out how and when MCC will involve the community in relation to the preparation and revision of the Local Development Documents and in the process of making decisions on planning applications. Appendix 1 of the SCI provides guidance on developer-led early engagement.

2.18. The SCI states that early engagement has significant benefits by improving the efficiency and effectiveness of the planning system for all parties. Therefore, developers are encouraged to consult before submitting a planning application.

2.19. The SCI encourages developers to consult with the public and various parties, which could include equalities groups, as well as with specific infrastructure and service providers who can advise developers on any need for increased provision of services.

2.20. Consultations should be inclusive, transparent, clear and understandable. Additionally, developers are encouraged to submit a record of the consultation that took place with their planning submission, which is detailed within Section 3 of this Statement.

Summary

2.21. This section has set out the relevant elements of Planning Policy that relate to the formulation of development proposals during the pre-application stage. This includes the requirements to engage at a national and local level.

2.22. The following section of this report sets out, in detail, the pre-application and engagement that has taken place with the local community, statutory and non-statutory consultees in line with the guidance and requirements set out above.

3. Consultation Strategy and Responses

3.1. This section describes the consultation that has been undertaken by the Applicant and the project team. It includes an outline of the consultation strategy and the outcome of the consultation process.

3.2. The consultations outlined below have underpinned an iterative design process that has sought to identify the optimum viable use for the Site that responds to the site's physical and historic context, whilst delivering sustainable development that maximises the social, economic and environmental benefits of development.

Manchester City Council

Local Planning Authority

3.3. During the design development stages undertaken prior to the submission of this planning application, regular dialogue has taken place with Manchester City Council Planning Officers to present the proposals, understand and address the City's strategic objectives and have an opportunity to consider and address feedback. A total of eight pre-applciation meetings were held between October 2020 and June 2022.

3.4. The overall feedback from pre-application discussions has been positive and supportive in principle on the basis that the proposals were in-line with the principle established by saved Policy DB12b, are well designed and are consistent with the objectives and guiding principles within the Siemens Development Framework 2014.

3.5. The following key considerations have been discussed with Senior Officers over the course of the pre-application period and addressed within the planning application submission:

- Local Context
- Principle of Development
- Consistency with the Siemens Development Framework 2014
- Sustainability
- Design
- Parking Strategy and Highways
- Future phases
- Stakeholder engagement
- Form of Planning Application
- EIA Scoping

3.6. Further details of how the proposals address each of the above points are provided within the accompanying application documents.

3.7. The Applicant will continue to work positively and pro-actively with Officers during the determination of the Application, responding to any issues that are raised during the formal consultation process.

Transport for Greater Manchester and Manchester City Council Highways Department

3.8. Curtins engaged with Transport for Greater Manchester and MCC Highways, setting out the scope and methology for the transport assessment. The information presented in the Transport Assessment has been prepared following a scoping exercise with Highways Officers at MCC and TfGM. The pre-application

discussions focussed on baseline surveys, traffic forecasting and the Application Site access proposals. On this basis, the TA includes the following information:

- A description of the highway network in the vicinity of the Application Site;
- A review of the collision record in the vicinity of the Application Site for a five-year period;
- A summary of the development proposals, including multi-modal access, parking and servicing arrangements;
- A summary of relevant transport planning policy;
- A review of accessibility by sustainable modes of travel;
- Information regarding traffic generation, distribution, committed developments and assignment;
- Commentary on the highway impact associated with the development proposals; and
- The TRICS reports and 2011 Census data used are appended to the TA, as requested.

Environmental Health

3.9. Ramboll has liaised with Environmental Health Officers in relation to the Air Quality Assessment and Ground Conditions to ensure the scope of the submitted assessments and supportive evidence is appropriate.

Flood Risk Department

3.10. Ramboll engaged with the Flood Risk Team at Manchester City Council setting out the proposed strategy for foul and surface water drainage. This considered the existing below ground drainage, setting out the works required to the existing drainage to allow the Site to come forward. The Proposed Drainage Strategy was supported by the Flood Risk Team as well as United Utilities and Environmental Agency.

Greater Manchester Archaeological Advisory Service

3.11. The Applicant has consulted with with the Greater Manchester Archaeological Advisory Service (GMAAS) on the need for archaeological assessments on the Proposed EIA Development.

3.12. 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.

3.13. GMAAS have recommended in their letter dated 18 April 2016 that GMAAS consider the 2014 Report valid and that no further archaoloegical mitigation is required.

Local Ward Councillors

3.14. Letters were sent via email to Ward Councillors in the Didsbury West ward to provide details of the proposals.

3.15. The letter outlined the Site, the background to the project, and the Proposed Development. The correspondence included the offer of a briefing to Members to explain the proposals in more detail.

3.16. Councillors Stanton and Hilal attended a Site visit on the 16 May 2022 where they were guided on the development proposals coming forward at Didsbury Technology Park. Councillor Leech was provided with an online briefing on 17th May 2022. The following planning considerations were raised during the discussions and addressed within the planning application:

- Principle of Development
- Consultation strategy and key local stakeholders
- Pedestrian safety, including crossing enhancements to Barlow Moor Road junction
- Existing issues relating to Nell Lane / Princess Parkway junction
- Existing parking arrangements
- Existing surface drainage issues
- Proposed parking strategy

- Residential Amenity
- Future occupiers

3.17. The Councillors were invited with the opportunity to attend the physical consultation event which took place in Sir William Siemens House on the 9 June 2022. Councillors Stanton and Hilal were in attendance.

Statutory and Non-Statutory Consultees

3.18. The respective statutory and non-statutory consultees on the project who have been engaged prior to the application being made are set out under each subheading below. This summarises the timing and method of communication, information issued, comments received and how these comments have been incorporated into the planning application.

Adjoining Landowners and Occupiers

3.19. Neighbouring landowners and occupiers were directly contacted during the pre-application consultation period to ensure they had advance notice of the the public consultation website, the consultation events and had an opportunity to engage directly with the Applicant.

3.20. The design development of the proposals has been cognisant of the existing occupiers across Didsbury Technology Park. In this respect, subject to the grant of permission, a detailed Construction Method Statement will be developed in consultation with neighbouring landowners and occupiers to ensure any temporary impacts are mitigated as far as possible and that on-going operations in neighbouring buildings can be maintained.

3.21. The proposals include junction capacity improvements and will provide all required operational facilities on-site. As such, neighbouring landowners are not expected to be impacted by the proposals during the operational phase, although will benefit from the enhancements delivered (such as the publicly accessible café, new safe pedestrian / cycle routes and enhanced landscaping design). Bruntwood will also be considering options for neighbouring occupiers to make use of proposed Electric Vehicle Charging points and will also be exploring options for use of the 65 residual spaces in the car park deck to meet an identified parking need.

West Didsbury Residents Association

3.22. The WDRA were notified of the public consultation period and both public consultation events on 17th May 2022.

3.23. To ensure WDRA had sufficient time to consider the proposals after the public exhibition and to form its response, the public consultation period was extended by two weeks. A formal response was received from WDRA on 29 June 2022 which addressed the following key topics and the Applicant provided a response to each of the points on 6 July 2022. A summary of points raised and the Applicant's response is below:

- Sustainable Materials – WDRA suggested use of specific timber as part of the future building. The Applicant confirmed that the choice of materials has developed over a two year period, with input from the full suite of technical specialists, to ensure embodied carbon is reduced as far as possible and that timber would be sourced from sustainable and ethical sources.
- Fire Safety – WDRA raised the importance of fire safety. The Applicant confirmed that a specialist fire safety consultancy has advised on the project over a two year period to ensure all associated risks are appropriately mitigated.
- Local Labour Agreement – WDRA requested clarification on whether Bruntwood would be committing to a Local Labour Agreement. The Applicant confirmed this would be part of the proposals.
- Commercial Rates – WDRA queried whether higher construction costs would result in higher rents and a slower uptake by commercial occupiers. The Applicant clarified Bruntwood's extensive experience delivering and managing one of the largest office portfolios in the north west region and the fact that early market testing has already taken place.

- Future Occupiers – WDRA asked for further understanding of future occupiers and the number of future employees. The Applicant confirmed that future occupiers in the office building will be restricted to (Use Class E(c)(i,ii,iii), Use Class E (g)(i,ii)), which is appropriate for this location and consistent with planning policy objectives. The Applicant also clarified the forecast number of future employees on-site.
- Biodiversity and Trees – WDRA requested measures are incorporated to support flora and fauna. The Applicant confirmed that this would be considered as part of the landscaping strategy, but clarified that it was constrained by only being able to address this within its redline boundary, due to other third party ownerships existing on neighbouring land.
- Highways – WDRA requested clarification of site access, highways impacts and parking provision. The Applicant clarified that the Ev0 building would be accessed from Barlow Moor Road and junction improvements would be delivered as part of the proposals. Detailed assessment of the highways impacts is provided within the Transport Environmental Statement Chapter and Transport Assessment, submitted with the planning application.
- Air quality – WDRA asked for clarification of the internal air quality of future occupants. The Applicant confirmed how the building has been assessed and that air quality objectives are unlikely to be exceeded. Please refer to the Air Quality Assessment for further details.
- Parking – WDRA highlighted the need to avoid displacing car parking demand off-site. The Applicant confirmed that the proposed construction and operational strategy has been designed to ensure all existing and future parking demand is kept on-site.
- Electric Vehicle Charging (EVC) – WDRA requested an increase in the level of EVC provision on-site. The Applicant confirmed that EVCs are being provided on-site, consistent with Manchester's objectives and the low carbon design of the proposals.

Greater Manchester Police

3.24. A briefing meeting with Greater Manchester Police: Design For Security meeting was held on 17th May 2022, which follows on from engagement on the previously approved proposals for the Site. Following an initial briefing with Greater Manchester Police, they considered that an update to the previously prepared report could be undertaken.

3.25. 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

3.26. 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.

3.27. 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.

3.28. The CIS prepared by GMP is submitted with the application.

Public Consultation

3.29. Public consultation on the Proposed Development with local residents and businesses was held between 20 May 2022 and 17 June 2022.

3.30. As part of this a consultation webpage was set up to provide respondents with the ability to view the proposals online and submit comments via a feedback form. Prior to the launch of the consultation webpage, a consultation postcards was distributed on 4 May to all residential and business addresses located within an agreed distribution area of approximately 769 addresses.

3.31. The A5 sized postcard introduced the proposals and directed recipients towards the consultation website to find out more and provide their feedback, via the dedicated online feedback form or by email. The consultation postcard is provided as Appendix A.

3.32. The postcard also promoted a live webinar which took place between 5:30pm to 7pm on 24 May 2022 as well as the physical consultation event which took place on 9 June 2022 between 5pm and 8pm. A total of 14 boards were set up to outline the proposals and the project team were in attendance to answer any queries raised. A total of 13 individuals attended the public consultation event.

3.33. A total of 21 responses were collected as part of the public consultation, which fell under various topics, as summarised below alongside the Applicant's response.

Topic	Response
Height of the proposals	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 exployment-led mixed ues 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. The development framework sets out that the office / research buildings would be an indivative height of between 2 to 5 storeys in height. The Ev0 building is proposed at ground plus five stories. Whilst this is one storey taller than what is indicated the framework, the height is appropriate in its location and does not give rise to any additional impacts. The scale and massing of the Ev0 Building is necessary to support the additional costs associated with delivering one of the most sustainable buildings in the UK. Full consideration has been given to the proposed height within the context of existing buildings and surrounding environment within the Townscape and Visual Impact Assessment, Heritage Assessment and other associated environmental assessments.
Daylight and Sunlight impacts on nearby residential area	Building D1 is c.100m from the nearest residential dwellings and the two-storey deck is c. 70 from residential dwellings. With consideration of the BRE Guidance, the site context, relative location of sensitive uses and the height of the Proposed Development, no impacts are anticipated in regard to daylight, sunlight and overshadowing.
Residential Privacy	The Manchester Residential Quality Guidance (2017) recommends a back-to-back distance between residential properties of 20m. Given the closest distance between the edge of the buildings and the nearest residential properties is 70m, this has been exceeded.
Building Design	A key driver behind the office building is Bruntwood's commitment to delivering one of the UK's lowest carbon buildings, with an objective to achieve net zero carbon. Bruntwood is also one of the most experienced developers in the Region and design quality is a fundamental component of all its developments. The Applicant has considered not just the carbon associated with operational energy but also the embodied carbon in the building fabric and the construction. This results in a different and more innovative design approach where the building's architecture is informed by the need to maximise energy efficiency as well as by its siting and surrounding masterplan context.

	A Townscape and Visual Impact and Heritage Assessment have been undertaken for the Proposed Development, which provide robust justification for the proposals.
Transport Specific Queries	
Sustainable Transport	Sustainability is a key theme of the development proposals and there is a strong emphasis on active and sustainable travel, promoting low or zero carbon alternatives to travel by the private car. The level of car parking provision to support The Ev0 Building will be policy compliant, with a range of sustainable travel initiatives to promote alternative modes via the Sustainable Travel Plan. 20% of parking will be fitted with Electric Vehicle (EV) charge points to further enhance sustainable travel and this will be monitored via the Sustainable Travel Plan, with additional spaces to be provided over time in response to demand. The delivery of two pedestrian crossings at Barlow Moor Road will also improve pedestrian safety at the main entrance to the Site, which will directly support active travel.
Air Quality impacts	An Air Quality Assessment has been undertaken by Ramboll and an ES Chapter has also been prepared. Concentrations of NO2, PM10 and PM2.5 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. It is proposed that 59 car parking spaces (20% of the combined parking for The Ev0 Building and potential future Building D2) would be allocated as electric vehicle (EV) charging spaces. Upon implementation of the development, 46 spaces (out of the total of 59 spaces) would be served by active EV charging infrastructure (minimum 7kw) to serve The Ev0 Building. This represents 20% of the proposed parking for The Ev0 Building. Passive provision would be made for all remaining spaces with associated enabling infrastructure. The passive spaces would be converted to active spaces (with charge points) over time in response to demand. A Sustainable Travel Plan is also being submitted with the Application which sets out the measures that will be implemented to encourage and increase the use of public transport and other methods of sustainable travel which will effectively help to reduce the parking demand in the future.
Public access to car park deck and café.	The proposed car parking solution will provide a number of spaces made available to the Ev0 Building, Ohm Building as well as to Siemens. The Applicant is considering the potential to make car parking spaces available to the general public, however this will be determined at a later date. Further to this, Bruntwood are considering potential feasibility of enabling other site users to make use of the proposed EVCs, although this will be subject to commercial and management considerations and cannot be confirmed at this stage. The proposed publicly accessible café will be located at ground level to create an active frontage and provide an amenity use for those within Didsbury Technology Park, as well as the wider community.
Road Layout at Barlow Moor Road	Improvements are proposed at the existing Site Access junction with Barlow Moor Road which comprises a signalised junction with pedestrian crossings provided on the Site Access approach and the western side of the junction on Barlow Moor Road.

Junction Capacity at Barlow Moor Road	The proposals include improvements to the existing Site Access junction with Barlow Moor Road which comprises a signalised junction with crossing facilities on the Site Access approach and the western side of the junction on Barlow Moor Road. Based on trip generation analysis, it is noted that the Ev0 Building is likely to generate 126 two-way trips during the AM peak hour of 8am – 9am and 110 two-way vehicular trips during the PM peak hour of 5pm – 6pm. Junction capacity assessments have been undertaken for the proposed signalised junction - and also at the signalised junctions of Princess Road/Barlow Moor Road and Princess Road/Nell Lane. This has demonstrated that the proposed development would not have a material impact on the operation of the junctions. From the analysis, there will not be a significant increase in queues or delays to drivers – and vehicles are not predicted to queue back from the Site Access junction to the Barlow Moor Road/Princess Road junction. This is set out within the Transport Assessment as part of the Planning Application.
Other access options aside from Barlow Moor Road	The proposed office building and car park deck will only be accessible via the Barlow Moor Road entrance due to land ownerships. The proposed enhancements to the access will deliver sufficient additional highways capacity in this location and will also improve pedestrian safety via the inclusion of two new pedestrian crossings.
Potential to affect residents parking in surrounding area	As part of The Ev0 Building proposals, 232 car parking spaces are proposed that would be provided to cater for staff and visitors. The Transport Assessment demonstrates that this is an appropriate level of provision with consideration to the aspirations for the site and its accessibility, and the proposed range of measures/initiatives included within the supporting Travel Plan to promote sustainable travel. It is noted that the parking proposals on site have been developed and will be carefully managed to ensure sufficient parking supply and prevent overspill onto adjacent roads and residential streets. The use of the car parks would be monitored and managed as part of annual travel surveys that would be undertaken at the site as part of the Travel Plan; if it is determined that there is greater parking demand, this will be managed accordingly through the Travel Plan. Parking has been a key consideration for Bruntwood and the site design/level of parking provision seeks to ensure sufficient on-site parking supply, whilst avoiding overspill onto adjacent streets. The Transport Assessment demonstrates that an the proposals include an appropriate level of parking provision with consideration to the aspirations for the site and its accessibility, and the proposed range of measures/initiatives included within the supporting Travel Plan to promote sustainable travel. The use of the car parks will be monitored and managed as part of annual travel surveys that would be undertaken at the Site as part of the Sustainable Travel Plan.
On-street parking	Parking has been a considered extensively by the Applicant and in consultation with the Local Highways Authority. The 232 car parking spaces proposed for The Ev0 Building will provide sufficient parking supply and prevent overspill onto adjacent streets. This is in line with the aspirations for the Site, its accessibility by sustainable modes, and the proposed range of measures/initiatives included within the supporting Travel Plan to promote sustainable travel. The use of the car parks would be monitored and managed as part of annual travel surveys that would be undertaken at the site as part of the Sustainable Travel Plan.

Meanwhile use of car parking spaces	The proposed decked car park includes 65 residual spaces for future development at Didsbury Technology Park. These spaces would be constructed in full as part of the current planning application, but not occupied. The 'meanwhile use' of the additional 65 spaces is currently being considered by Bruntwood and any future use would need to be subject to a separate future planning application. Notwithstanding this operational restriction, the use of these 65 additional spaces has been considered as a 'worst-case' scenario within the Transport Assessment for the purposes of the traffic impact assessment, which demonstrates that this increase would not cause any significant additional highway capacity impacts.
Increased traffic on Barlow Moor Road	The junction capacity assessments discussed above have been undertaken for the proposed signalised junction and at the signalised junction of Princess Road/Barlow Moor Road which have shown that both junctions will operate within capacity during the existing baseline situation and future scenario with the Proposed Development flows. There will not be a significant increase in queues or delays to drivers – and no queues are predicted to impact on adjacent junctions. This is set out within the Transport Assessment as part of the Planning Application.
Construction Traffic	A Construction Environmental Management Plan will be prepared to ensure that all construction vehicles will arrive/depart at suitable times that will not significantly impact on the local highway network or local residents. Construction parking will also be suitably identified and managed to minimise impacts as far as possible. The Construction Environmental Management Plan will likely be secured via planning condition.
Highway Safety	The improvements proposed at the existing Site Access junction with Barlow Moor Road comprises a signalised junction with crossing facilities on the Site Access approach and the western side of the junction on Barlow Moor Road. This will include straight-across crossings on both arms to promote safe and convenient active travel. The existing footways on the internal spine road would be retained to facilitate safe pedestrian movement to the site. The signalised crossings at the proposed improved access junction will include an 'all-red' phase to allow for the safe and convenient crossing of pedestrians and cyclists, with waiting times similar to adjacent junctions.

4. Summary and Conclusions

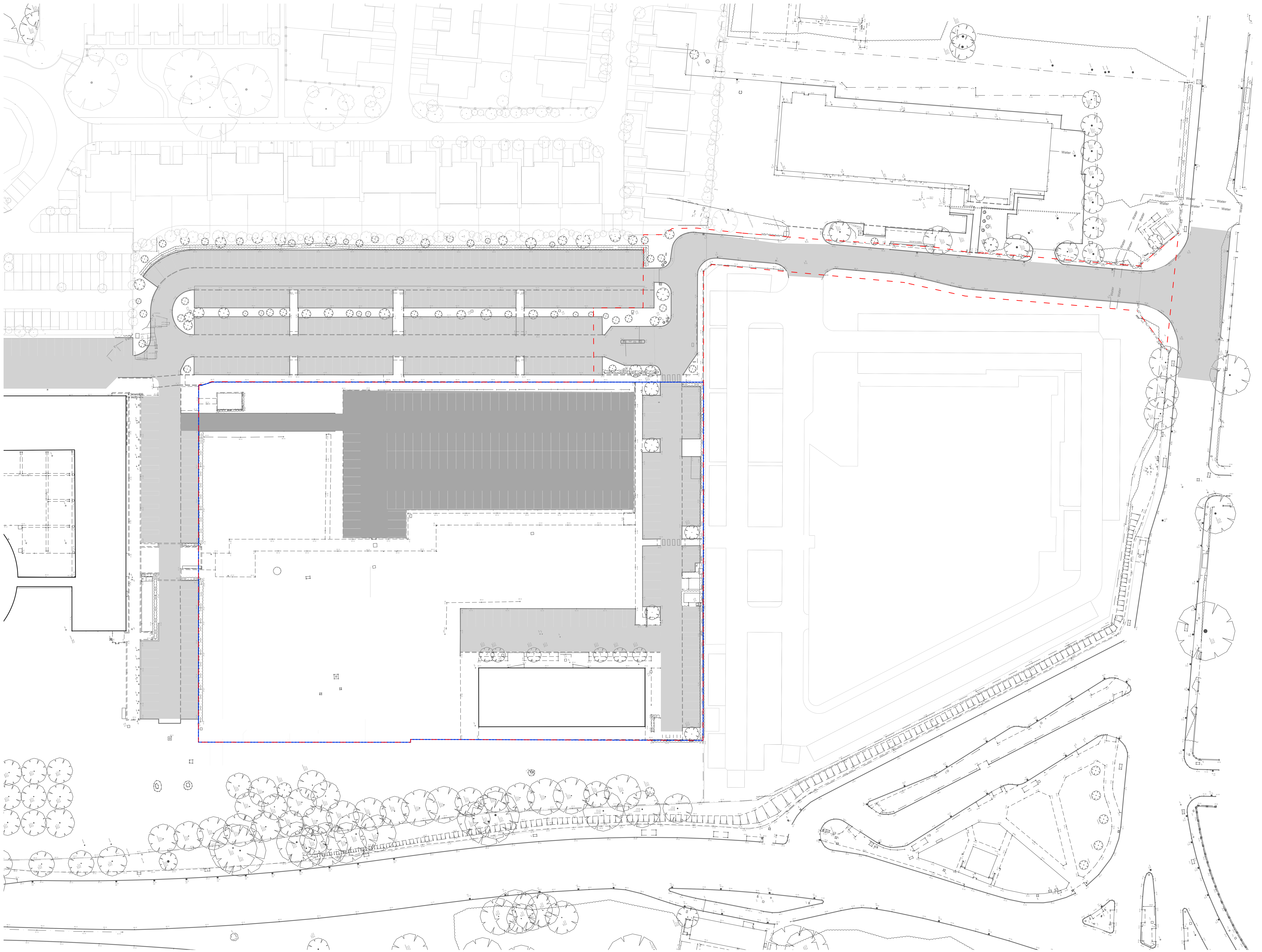
4.1. Consultation has been undertaken in accordance with the requirements of national policy (the Localism Act and the NPPF) and Manchester's Statement of Community Involvement. The Proposed Development forms one of the final plots to be delivered with Didsbury Technology Park and as such presents an exciting opportunity to achieve the ambitions set out within the Siemens Princess Road Campus Development Framework. The engagement strategy has focussed on a wide range of consultees including residents, nearby landowners and occupiers.

4.2. To keep all interested parties up to date, the Proposed Development has been the subject of pre-application consultation with numerous organisations. This has involved the use of a number of consultation methods to engage effectively with the Local Planning Authority, local landowners and businesses, Ward Councillors, Greater Manchester Police, adjoining owners, other Statutory Consultees, and non-Statutory Consultees to identify and consider relevant issues prior to the submission of the application for Planning Permission.

4.3. A relatively low number of responses were received from the local community during the consultation period and the main issues raised have been directly addressed within this Statement. The Proposed Development and will support the ongoing economic development and physical regeneration of this regeneration area in line with Site Allocation Db12b.

4.4. Moving forward with the project, the Applicant is committed to ensuring continued engagement with the consultation process, via the formal statutory planning procedure managed by the Local Planning Authority. Subject to planning permission being granted, the Applicant will continue to engage with the local community over the course of the construction and operational phases of the development.

Appendix 1 – Site Location Plan



NOTES:

1. DO NOT SCALE FROM THIS DRAWING. ALWAYS WORK TO NOTED DIMENSIONS.
2. ALL SETTING OUT, LEVELS AND DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE INSTALLATION OF MATERIALS AND ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR IMMEDIATELY.
3. THIS DRAWING MUST BE READ WITH THE RELEVANT SPECIFICATION DOCUMENTS AND DETAIL DRAWINGS. ANY DISCREPANCIES MUST BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR IMMEDIATELY.
4. THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY.
5. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.

THIS DRAWING WAS PLOTTED ON:
27/09/2022

REVISION HISTORY

DATE	REV	ZONE	DESCRIPTION	CHK
20/07/2022	9		Planning	CL
25/07/2022	10		Planning	CL
27/09/2022	11		Context updated	CL

KEY

GENERAL INFORMATION

PLANNING APPLICATION BOUNDARY

OWNERSHIP BOUNDARY

LOCATION PLAN

ORIGINATOR

Layer. studio

W layer.studio
T 01625 523 157
E manchester or newcastle@layer.studio

MANCHESTER
The Barn
One Hollin Lane
Styal
Cheshire
SK9 4JH

NEWCASTLE
The Studio
Low Shilford House
Stocksfield
Northumberland
NE43 7HW

CLIENT
BRUNTWOOD

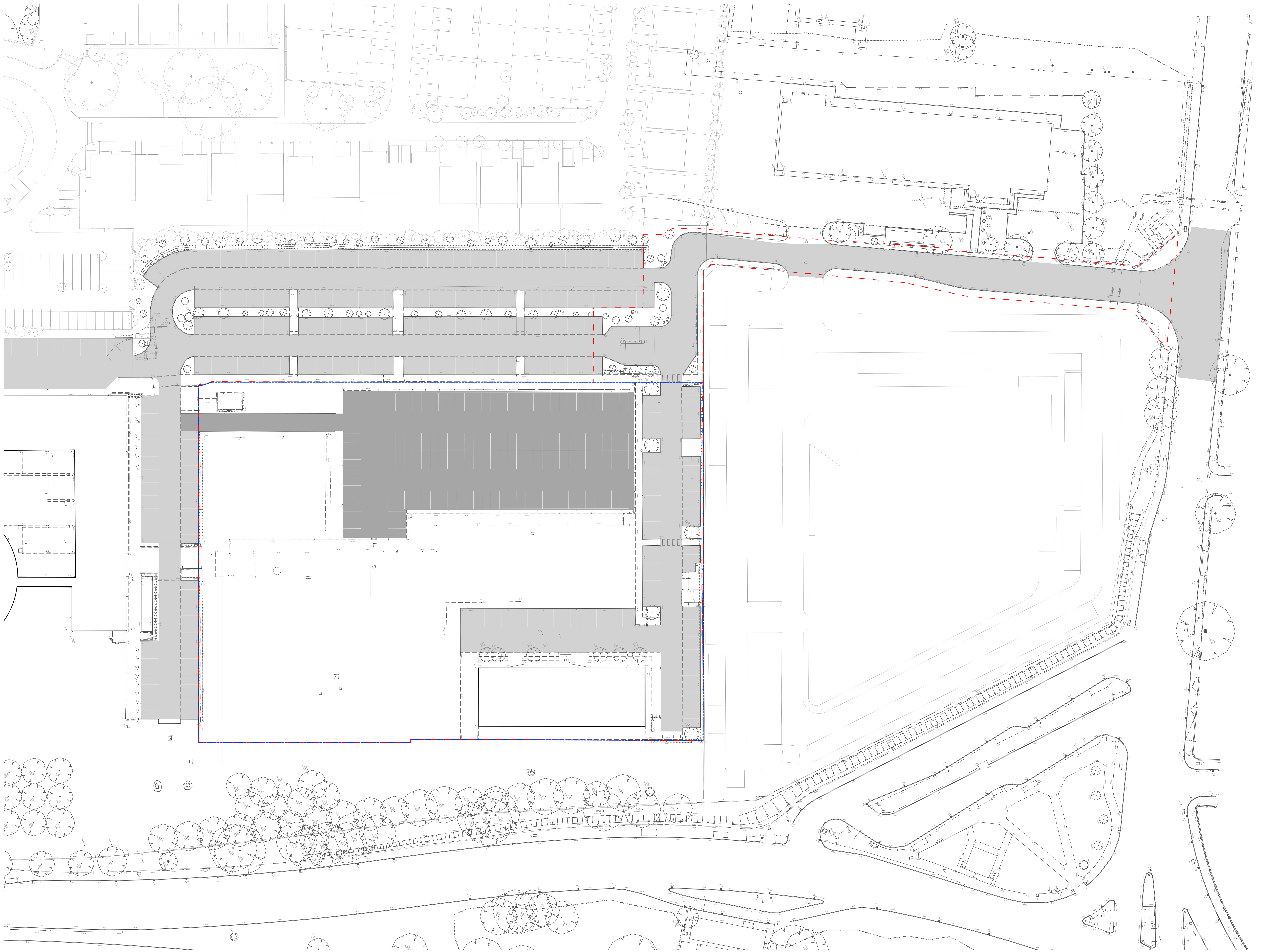
PROJECT
DIDSBURY TECHNOLOGY PARK
MANCHESTER

DRAWING TITLE
PLANNING APPLICATION BOUNDARY (ON EXISTING)

DRAWING NUMBER	REV	STATUS
159-LYR-XX-XX-DWG-L-1007	11	PLANNING

SCALE	CREATED BY	CHECKED BY
1:500 @ A1	C LESTER	M WARNER

Appendix 2 – Consultation Boundary



NOTES:

1. DO NOT SCALE FROM THIS DRAWING. ALWAYS WORK TO NOTED DIMENSIONS.
2. ALL SETTING OUT, LEVELS AND DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE INSTALLATION OF MATERIALS AND ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR IMMEDIATELY.
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KEY

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LOCATION PLAN

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The Studio
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NE43 7HW

CLIENT
BRUNTWOOD

PROJECT
DIDSBURY TECHNOLOGY PARK
MANCHESTER

DRAWING TITLE
PLANNING APPLICATION BOUNDARY (ON EXISTING)

DRAWING NUMBER	REV	STATUS
159-LYR-XX-XX-DWG-L-1007	**11**	**PLANNING**

SCALE	CREATED BY	CHECKED BY
1:500 @ A1	**C LESTER**	**M WARNER**

Consultation Zone Map



List of Street Names:

- Ashwood Avenue
- Oaker Avenue
- Rowsley Avenue
- Darley Avenue
- Winster Avenue
- Elizabeth Slinger Road (Part)
- Moorfield Road
- Houseman Crescent
- High Trees Drive
- Highmarsh Crescent
- Nell Lane (Part)

Appendix 3 – Consultation Leaflets



THE EVØ BUILDING

Public consultation

Bruntwood Works invites you to view the pre-planning application proposal for the development of Ev0, a new six-storey office building, at Didsbury Technology Park.

Visit the public consultation website by Friday 17th June 2022 to learn more and give your feedback.

Have your say at **theev0building.co.uk**

bruntwood
Works



Proposal

We are pleased to launch the public consultation for Bruntwood Works' development proposal for the next phase of the Didsbury Technology Park masterplan.

The consultation will run from Friday 20th May - Friday 17th June 2022.

Our proposals include a new six-storey office building, alongside car parking and landscaping within the centre of Didsbury Technology Park on Princess Parkway. From first principles, the design of the building has been led by our ambition to deliver one of the most carbon efficient buildings in the UK, whilst also ensuring it remains true to objectives of the original masterplan.

Feedback

To find out more about the proposals, please visit: **theev0building.co.uk**

Please refer to the website for details of the proposals and full details of our two forthcoming consultation events which are taking place on 24th May (online) and 9th June (in person).

In the meantime, if you have any comments or questions about the proposals, please submit them via the 'Have Your Say' section of the website.

BruntwoodWorks

Appendix 4 - Consultation Webpages / Brochure

Deloitte.



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

Statement of Consultation

October 2022

bruntwood
Works

BE PART OF THE FUTURE

THE EVØ BUILDING



WHAT ARE YOU DOING TO SAVE TOMORROW?

It's no secret that we're in the midst of a climate emergency. It's hard to shy away from the stats on the impact that carbon emissions are having on our planet. But, what are you doing to save tomorrow?

Businesses are making green commitments, pledging to make a difference to their operations before it becomes legislation. But, what about the building you're based in?

What if...

...your business could achieve its sustainability ambitions by working in a building with sustainability at its very core?

...you and your team could be part of making an impactful change on UK climate emissions?

...your workspace was a blueprint for the way we build and work in the UK?

40%

of the UK's carbon emissions come from the built environment.

80%

of buildings that exist today will still be standing in 2050 so we need to build them sustainably.

2038

Manchester has committed to be carbon neutral by 2038.

40%

of millennials chose to work for an employer based on their sustainability policy.

A NET ZERO CARBON BUILDING

Introducing Evø

Evø will be one of the lowest carbon workspace in the UK, providing **82,000 sq ft** of space built and designed with the future in mind.



Ev0 will be a blueprint for future workspaces. All of the energy supplied to the development will either be generated on site or from Bruntwood Group's co-operative wind farm, helping to make it operationally net zero carbon. It will also be constructed sustainably.

Our focus is on the building's carbon footprint; how carbon emissions are quantified through the manufacturing and construction process and also and how they are managed during the buildings lifetime. With this focus we'll create one of the UK's lowest carbon workspace and a model for future construction.

Our aim is complete transparency, to allow this project to act as a genuine prototype for future buildings.

A REBEL WITH A CAUSE



The most unique part of EvØ is its timber frame. In order to be one of the lowest carbon workspace in the UK, we have used timber to capture carbon. This process is called carbon sequestration.

Buildings created with traditional material, like steel or concrete, have a significant carbon impact on the environment. EvØ's mass timber frame will have a positive effect by capturing carbon from the atmosphere and locking it away - in the same way a tree does.

From a striking timber frame to a feature timber staircase, EvØ will have timber running throughout. Just think, while you're busy working, your surroundings will be benefitting you and the planet.

FRAMED IN TIMBER

Upfront carbon

This is the total carbon generated to develop a building. This includes emissions caused by extraction, manufacturing/processing, transportation and assembly of every product and element in an asset.

Evø will meet the LETI 2020 design target for upfront carbon; the RIBA 2025 performance targets on whole life carbon.

Operational carbon

This is the amount of carbon emitted during the operational or in-use phase of a building. This includes the use, management and maintenance of the structure.

Evø will meet the UKGBC Paris Proof Target on operational energy use. Evø is also targeting NABERS 5.5 stars and BREEAM Excellent.

HOW YOU'LL BE SAVING THE WORLD

THE TOTAL AMOUNT OF CARBON WE ARE STORING IN EVO'S TIMBER FRAME IS EQUIVALENT TO:

24M+
1.5L PLASTIC WATER BOTTLES PRODUCED

60,314
LOW ENERGY LIGHT BULBS LEFT ON FOR A YEAR

5,769
JOURNEYS ALONG ROUTE 66

62M+
CUPS OF TEA WITH MILK MADE PER YEAR

2,500
RETURN FLIGHTS FROM MANCHESTER TO NEW YORK

10M
CAR MILES

WORKSPACE AT ITS CORE. SUSTAINABILITY AT ITS HEART.

EXPOSED TIMBER SOFFITS, BEAMS AND COLUMNS

SOLAR PANELS PROVIDING 50% OF PREDICTED ENERGY USE

ANY ADDITIONAL POWER NEEDED WILL BE GENERATED FROM BRUNTWOOD'S COOPERATIVE WIND FARM

FULLY ELECTRIC BUILDING

SMART BUILDING MANAGEMENT SYSTEM & SENSOR TECHNOLOGY

FACADE DESIGN TO PROVIDE SOLAR SHADING

AIR SOURCE HEAT PUMP AND ADIABATIC CHILLER SERVING AMBIENT LOOP

SMART METERING FOR ELECTRICAL, HEAT AND WATER USE

EV CHARGING POINTS

1:8 M^2

DESIGN OCCUPANCY DENSITY 1 PERSON PER 8M^2 (NIA)

65 SUPERLOO TOILETS

WATER SOURCE VRF HEAT PUMPS TO PROVIDE HEATING/ COOLING VIA INDOOR FAN COIL UNITS

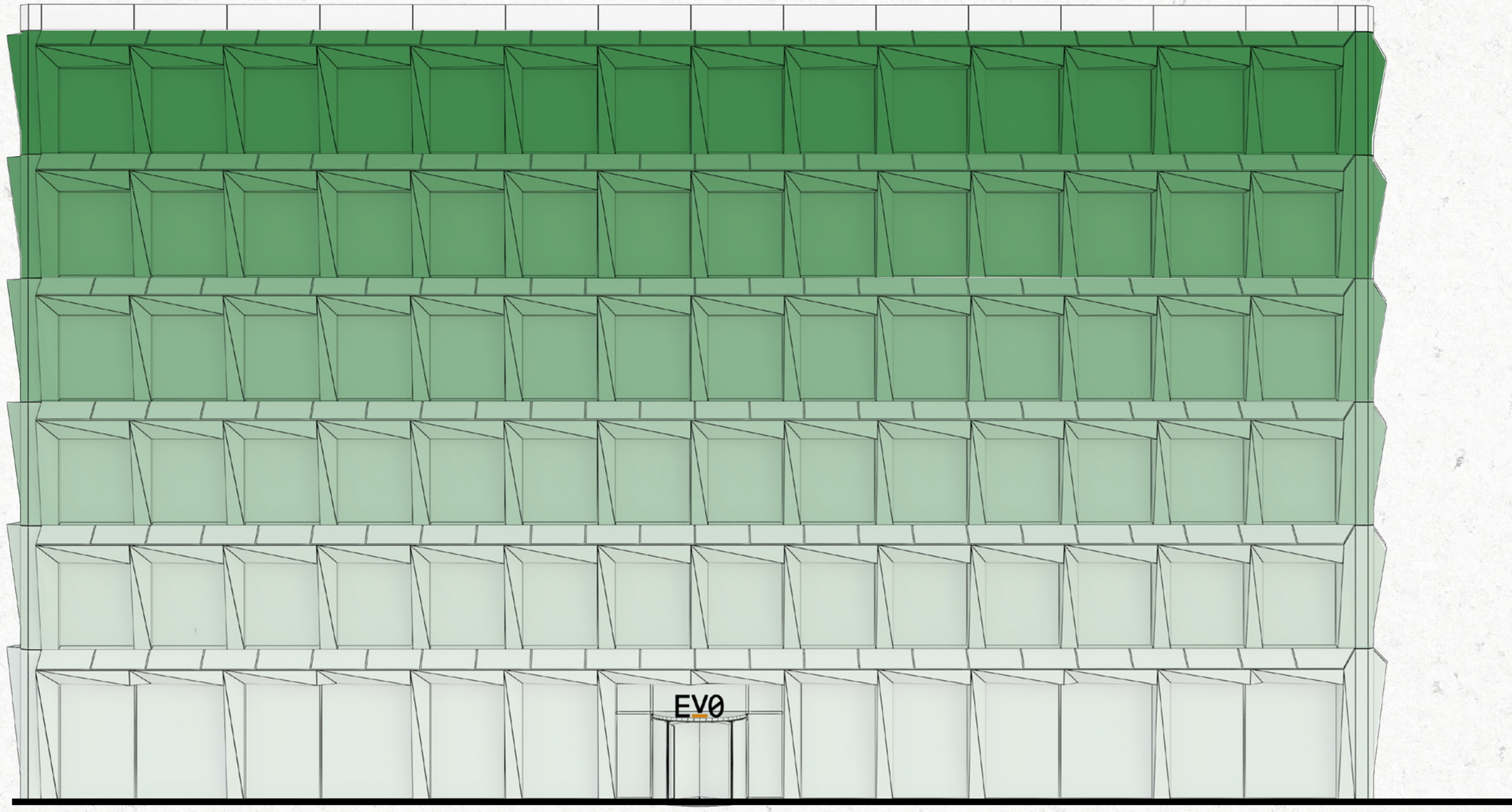
Not only will The EvØ building act as a blueprint for low carbon workspaces, it will also feature smart technology, innovative architectural and interior design, greenery throughout and wellness facilities, all aimed at creating a building for the future.

LEVEL UP

SCHEDULE OF AREAS

FLOOR	SQ FT
5	10,064
4	16,523
3	16,523
2	16,523
1	16,480
GF	6,135

TOTAL: 82,248



TAKE A LOOK INSIDE

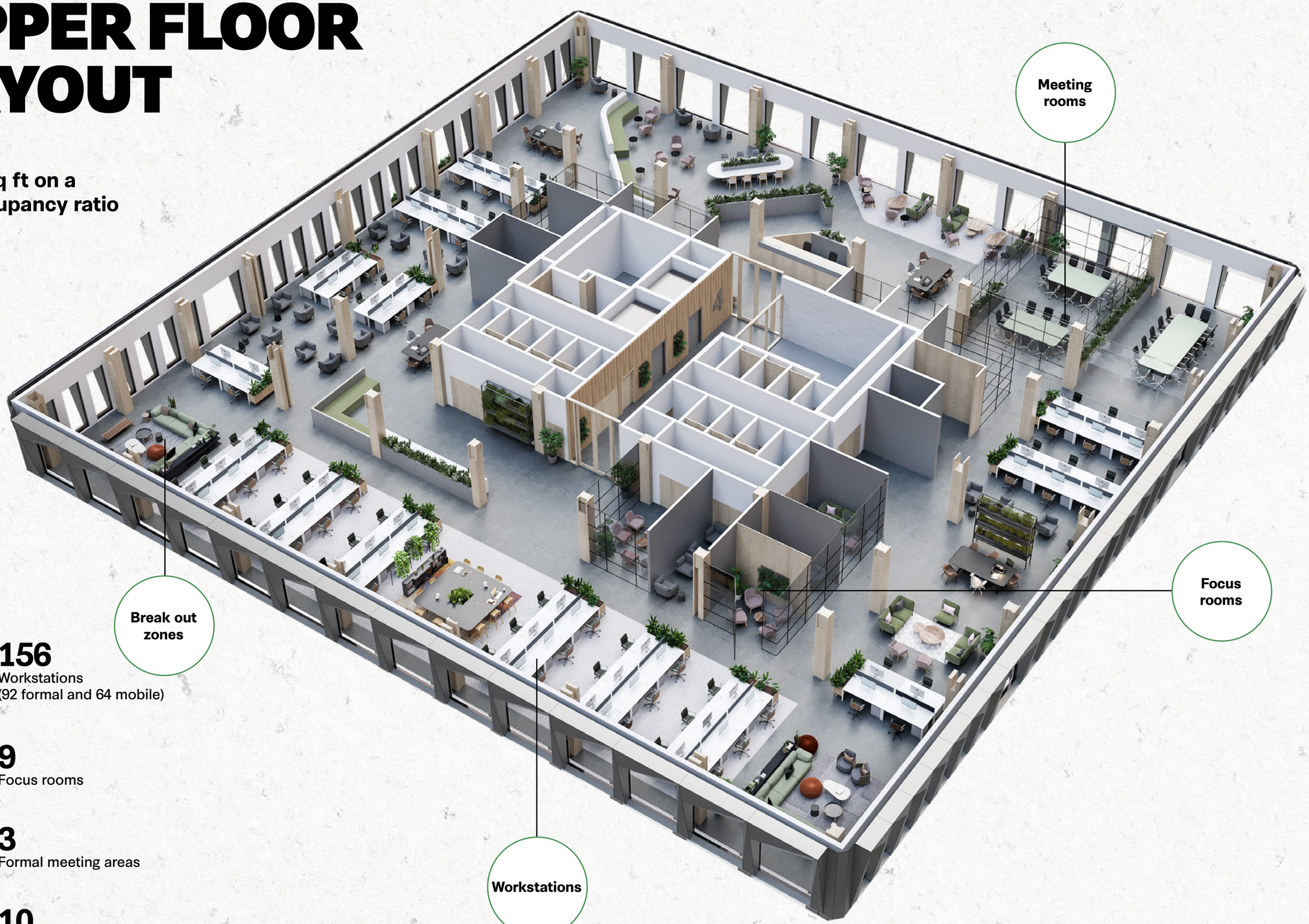
Viewing digitally?
Zoom in to see more detail.



UPPER FLOOR

UPPER FLOOR LAYOUT

16,523 sq ft on a
1:10 occupancy ratio



156
Workstations
(92 formal and 64 mobile)

9
Focus rooms

3
Formal meeting areas

10
Informal meeting areas

**Space plan can also be produced at 1:8 occupancy ratio depending on your requirements*

UPPER FLOOR



MIND, BODY & SOUL

Looking after the world can be hard work, so we've partnered with industry experts to create spaces that look after your physical and mental wellbeing. From our onsite virtual fitness studio to a Platinum Cycle Score Accredited bike hub, you and your teams can balance work and life at EvØ.

On-site facilities

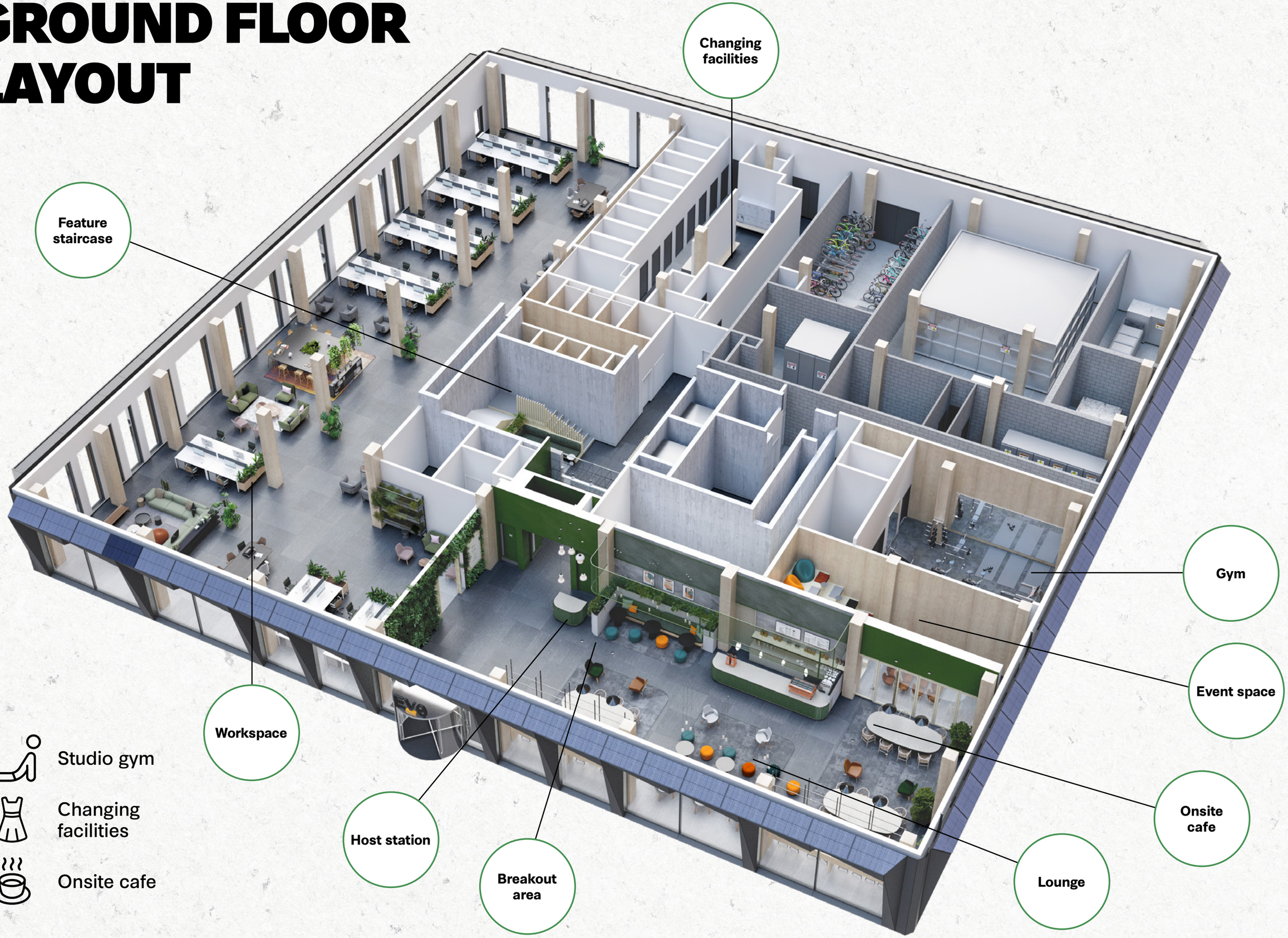
- Studio gym
- Bike lockers
- 100 secure bike spaces
- Outdoor seating and workspace
- Onsite cafe
- Showers and changing facilities
- Event space

Platinum Cycle Score



GROUND FLOOR & CAFÉ

GROUND FLOOR LAYOUT



Studio gym

Changing facilities

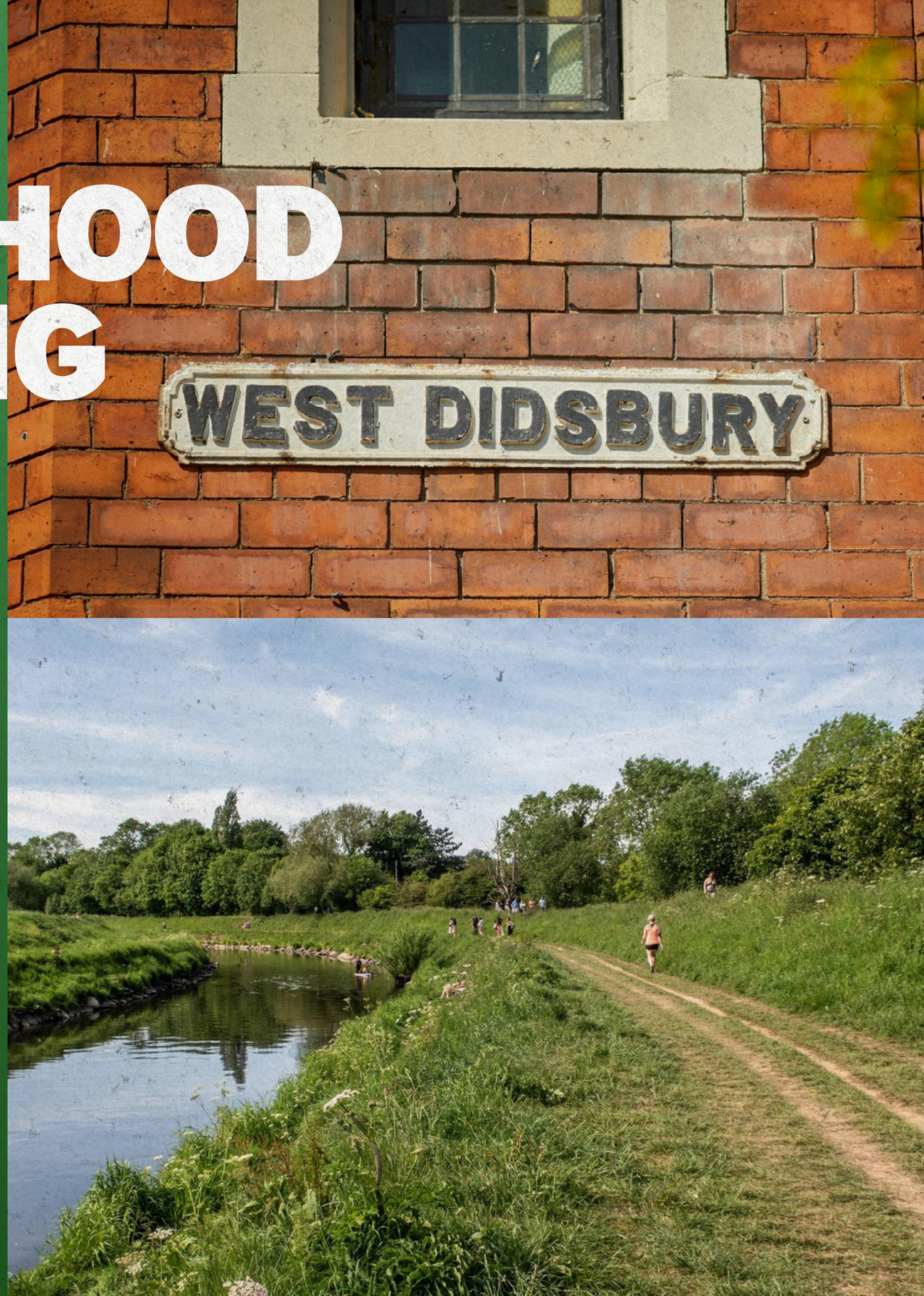
Onsite cafe

A THRIVING NEIGHBOURHOOD IN A THRIVING CITY

West Didsbury has fast become the place to be in Manchester and was even named one of the best places to live by the Sunday Times.

It's no secret with a vibrant day and night scene, access to local universities and talent, and conveniently located to key transport networks - it's the perfect place for a forward-thinking company and workforce.

With it's leafy tree-lined streets, abundant local parks, and thriving suburban wildlife, West Didsbury is the perfect location to build a green workspace like EvØ.





Green Spaces

1. Mersey Bank Park
2. Chorlton Water Park
3. Kenworthy Woods
4. Cavendish Road Park
5. Merseybank Playing Fields
6. Fletcher Moss Park
7. Fog Lane Park

Bars & Restaurants

1. The Metropolitan
2. Volta
3. Folk Cafe Bar
4. Another Heart To Feed
5. Mary and Archie
6. Proove Pizzeria
7. Greens Restaurant
8. Sip
9. The Woodstock Arms
10. Albert's
11. Taste of Honey Deli
12. Wine & Wallop
13. Zumuku Sushi
14. Thyme Out
15. The George Charles

Local Convenience

1. Tesco
2. Coop

Metrolinks

1. Withington
2. Burton Road
3. West Didsbury
4. Didsbury Village

Roads

1. M60 Ring Road
   Linking to Manchester Airport (20 minutes) and major motorway network
2. Princess Road
   Linking to city centre
3. Wilmslow Road
   Linking to city centre
4. M56
   Linking South Manchester with North Chesire and Merseyside

THIS IS THE PLACE

West Didsbury

Cafe culture is king in West Didsbury. Unrivalled in Greater Manchester for its array of independent bars, restaurants and shops, it really is the place to be. Burton Road is the beating heart of West Didsbury, which combined with Lapwing Lane has created a thriving destination in its own right.



Home to predominantly young professionals, soak up its lively independent atmosphere with bars, restaurants, shops, green spaces with lots to do throughout the day and night.

Explore West Didsbury:

ilovemanchester.com/this-is-place-west-didsbury





Didsbury Village

Didsbury is really the sum of two parts, with the Village operating as a sort-of grown-up cousin or well-to-do aunt to its younger, trendier neighbours on Burton Road.

One of the most desirable places to live in Manchester, Didsbury Village is well known for it's tight-knit community. Similar to West Didsbury, the suburb is lined with independent and national shops, bars and restaurants - so there's plenty to do for all the family.

Explore Didsbury Village:

ilovemanchester.com/this-is-the-place-didsbury-village

Chorlton

Nicknamed the 'liberal-heart of Manchester', this area is home to professionals and families. It's been home to such Manchester icons as Morrissey, The Stone Roses, Badly Drawn Boy and even the Bee Gees.

According to the 2011 census, Chorlton is also home to Manchester's biggest gay community outside the Gay Village.

Explore Chorlton:

ilovemanchester.com/chorlton-guardian-reading-liberal-manchester

EXPLORING YOUR NEIGHBOURHOOD

River Mersey

Head over to Stretford or Stockport with a walk along the River Mersey. Stretching over 11 miles, the trail offers activity options and is perfect to take your dogs out for a lunchtime stretch.





Chorlton Water Park

Manchester's first designated local nature reserve is one of the most popular spots in the Mersey Valley. Set around a central lake with meandering paths leading into woodlands and wildflower meadows, the 170-acre site boasts common spotted and northern marsh orchids in summer. The perfect spot to break up your day.



The Metropolitan

Your friendly local in Didsbury full of style and character. Make yourself at home at The Met - the place to enjoy delicious food and drink with great company.



Greens Restaurant

Acclaimed TV chef, Simon Rimmer continues to pioneer the very best in fresh, inventive vegetarian dishes at the award winning Greens. Greens is justifiably famous for its warm hospitality, carefully selected wines and impeccably trained service.

Folk Cafe Bar

A local favourite, Folk is a neighbourhood bar offering a top notch selection of cocktails and beers on tap, along with a delicious brunch, lunch and small plates menu. The best terrace on Burton Road, you'll be lucky to find a spot when the sun's shining.



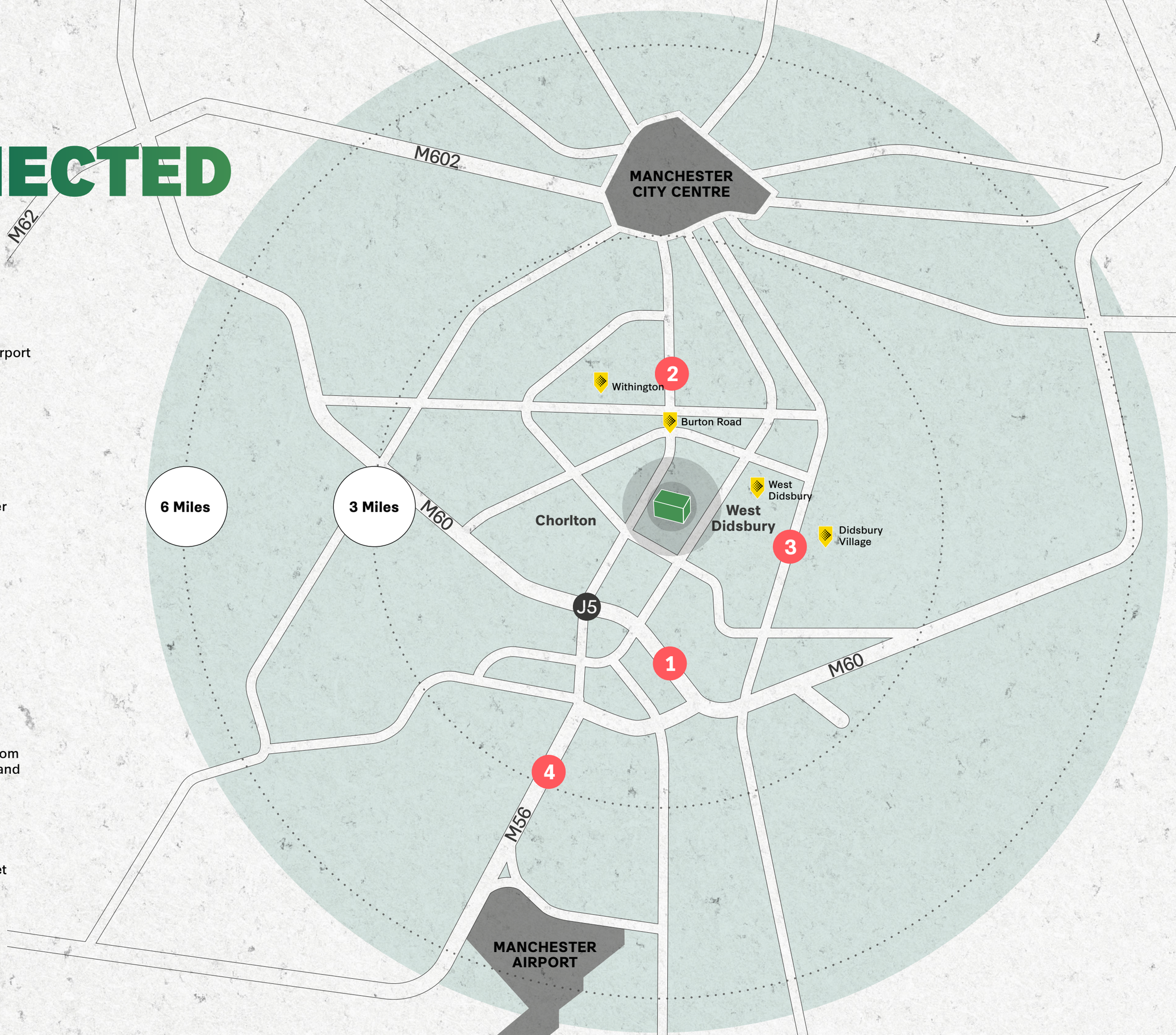
WELL CONNECTED

1. **M60 Ring Road**
   Linking to Manchester Airport (20 minutes) and major motorway network
2. **Princess Road**
   Linking to city centre
3. **Wilmslow Road**
   Linking to city centre
4. **M56**
   Linking South Manchester with North Chesire and Merseyside

74,000
vehicles drive past EvØ every day, offering great brand visibility

10
trams per hour to Burton Road Metrolink station from Manchester City Centre and East Didsbury

5
Buses per hour from Piccadilly, with the route served by an electric fleet



AN EXCITING PLACE TO BE

The Evø Building is part of Didsbury Technology Park, a community of science and tech businesses in Greater Manchester.

The creation of The Evø Building forms part of phase 2 of DTP's development following the Ohm Building's completion in 2019. Future plans also include the addition of another office building, making it an exciting place to be.

Spire Healthcare

SIEMENS



A COMMUNITY OF SUSTAINABILITY HEROES

Bruntwood became the first property company to sign up to the UKGBC Net Zero Carbon Buildings Commitment back in 2018. Since then, we've been working hard behind the scenes and on-site to make sure we hit those targets, not only to reduce the carbon footprint of our buildings, but to do our part in reducing that of our cities' too.

Joining the Ev0 community means you'll be part of a movement; a pioneering group of our customers who are striving for a better, greener future.



Meet **Lauren Hutchinson**

Owner, #EarthFriendlyRocker at Afflecks

#EarthFriendlyRocker is one of our sustainable traders at Afflecks. They're an eco-friendly lifestyle brand established in 2019 born out of a need for a more affordable and exciting approach to reducing our impact on our planet.

With a growing trend of zero waste and plastic-free stores opening up, #EarthFriendlyRocker is setting out to do things differently by keeping things affordable and keeping a focus on celebrating some of the most exciting upcoming eco-friendly brands. From bamboo guitar picks and drumsticks to bottled baking mixes, eco-friendly cleaning products, reusable period products and shampoo bars, you're sure to find something to get you started or carry on your journey.



Meet **Bev Taylor**

Director of Energy & Environment, Bruntwood

Sustainability sits at the heart of the Bruntwood group and creating sustainable environments is an integral part of the company's business model.

If the UK is to reach its goal of achieving Net Zero by 2030, then huge changes are required right now. This means putting ambitious targets in place and sticking to them and, as market leaders, we see it as our duty to set an example and play our part - not just for our cities but for the world and for all our future generations.



Meet **Phil Kelly**

Head of Department for Sustainable Solutions, Ramboll

At conception in 1945, driven by a strong urge to rebuild society post WW2, Ramboll's humanistic and social mission was to create sustainable societies where people and nature could flourish.

Danish by heritage, Ramboll is now an international organisation of engineers, scientists, digital experts and economists. This team of 16,000 consultants operates across multiple sectors worldwide. With a network of 300 offices across 35 countries, they combine local experience with global knowledge and strive to make a genuine difference to society at large

bruntwood
Works

WHERE WORK & LIFESTYLE THRIVE



Bruntwood Works balances work and life, blending spaces that encourage interaction and create community.

Our focus is around two key areas, creating unique workspaces and providing thriving retail and leisure spaces. Both are design led, people driven and socially responsible. We continue to be firmly embedded in our towns and cities, with a strong presence in the North West, Yorkshire and the Midlands.

We know the more diverse, culturally rich, healthy, educated, connected, sustainable and fulfilled our communities are, the greater our towns and cities will become.





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2. Bruntwood Works Limited cannot guarantee and accepts no liability whatsoever for the accuracy of any description, dimensions, references to condition, necessary permissions for use and occupation and other details contained herein and prospective purchasers or tenants must therefore not rely on them as agent advisor or other representative statement of fact or representations and must satisfy themselves as to their accuracy.
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5. Space planning contained in this brochure is indicative only and may require modifications to the building design.
6. All floor plans are not to scale and are for identification purpose only.

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Appendix 5 - Consultation Boards

WELCOME

The purpose of this exhibition is an opportunity for you to view the exciting proposals for the next phase of development at Didsbury Technology Park.

The scheme is proposed by Bruntwood Works, who aims to deliver the most carbon efficient Grade A office building in the UK and to drive forward the City Council's established vision for Didsbury Technology Park.

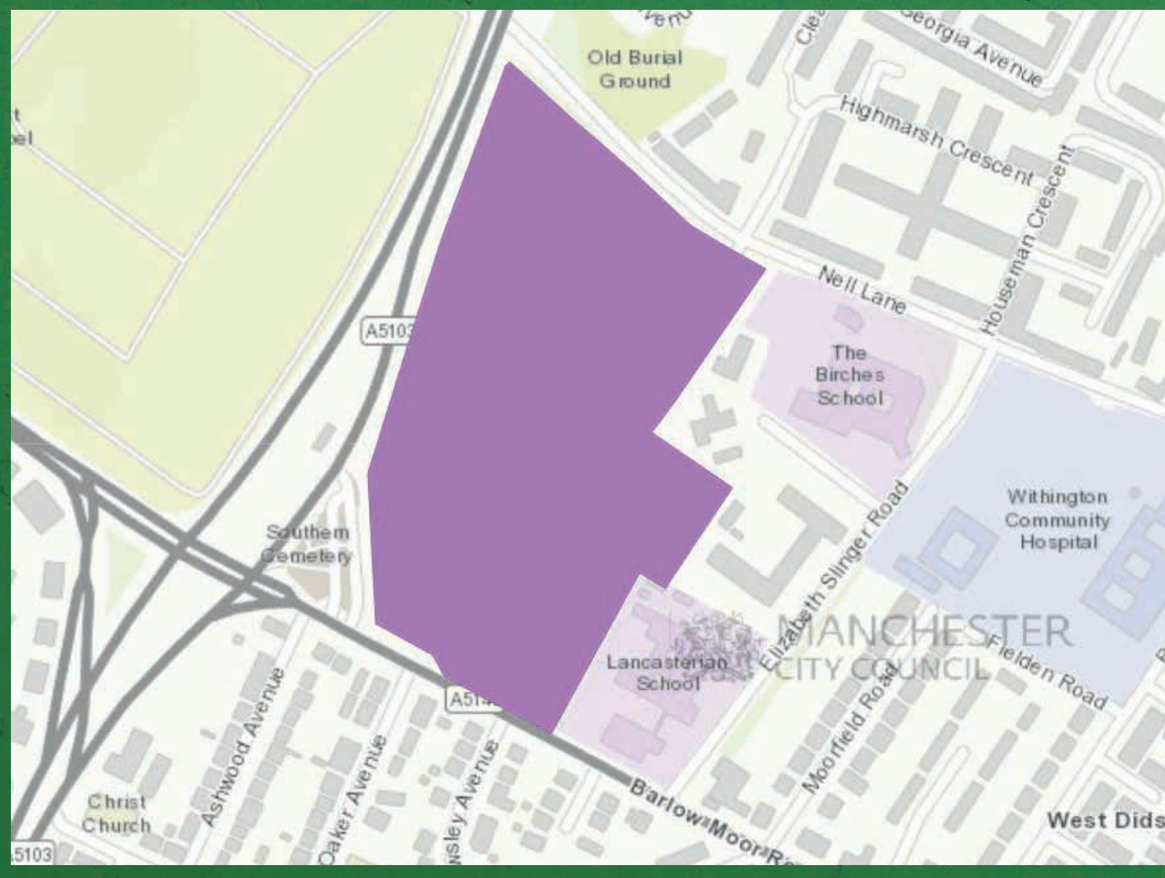
We know how important these emerging plans are to the people who live and work in the local area. As such, we appreciate your views and opinions to help shape our proposals.

Vision

Bruntwood Works has been part of the on-going delivery of the masterplan for Didsbury Technology Park for the past five years, having secured permission and delivered the commercial building to the north of Spire Hospital, known as The Ohm Building.

Since this time, Bruntwood Works has become a leading developer of low carbon developments and these proposals represent their most ambitious to date.

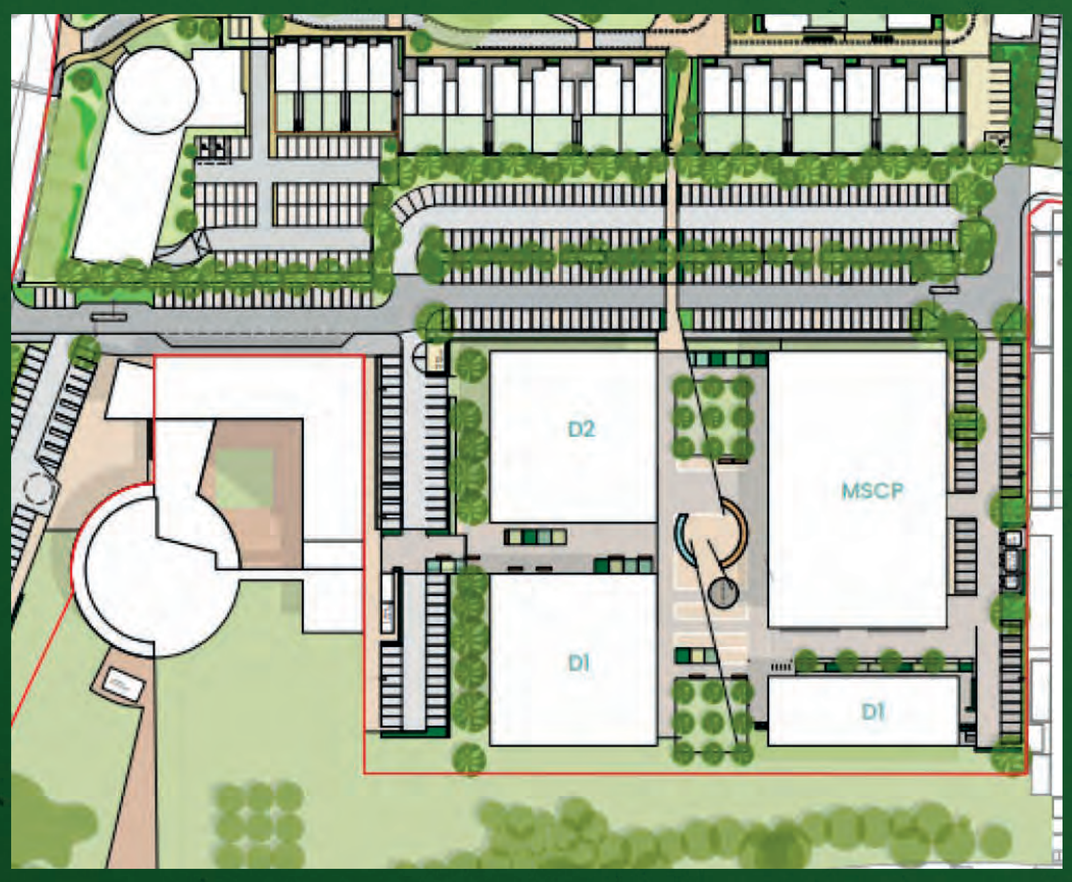
The aim for Ev0 is to act as a blueprint for future low carbon workspaces. It will also feature smart technology, innovative architectural and interior design, greenery throughout and wellness facilities, all aimed at creating a building for the future.



Site Allocation: Saved UDP Policy DB12b, Manchester City Council

Site history

Didsbury Technology Park (formerly known as the Siemens' Campus) is one of Manchester's planning policy site allocations and the site is identified for commercial development.



The previous 2016 illustrative masterplan

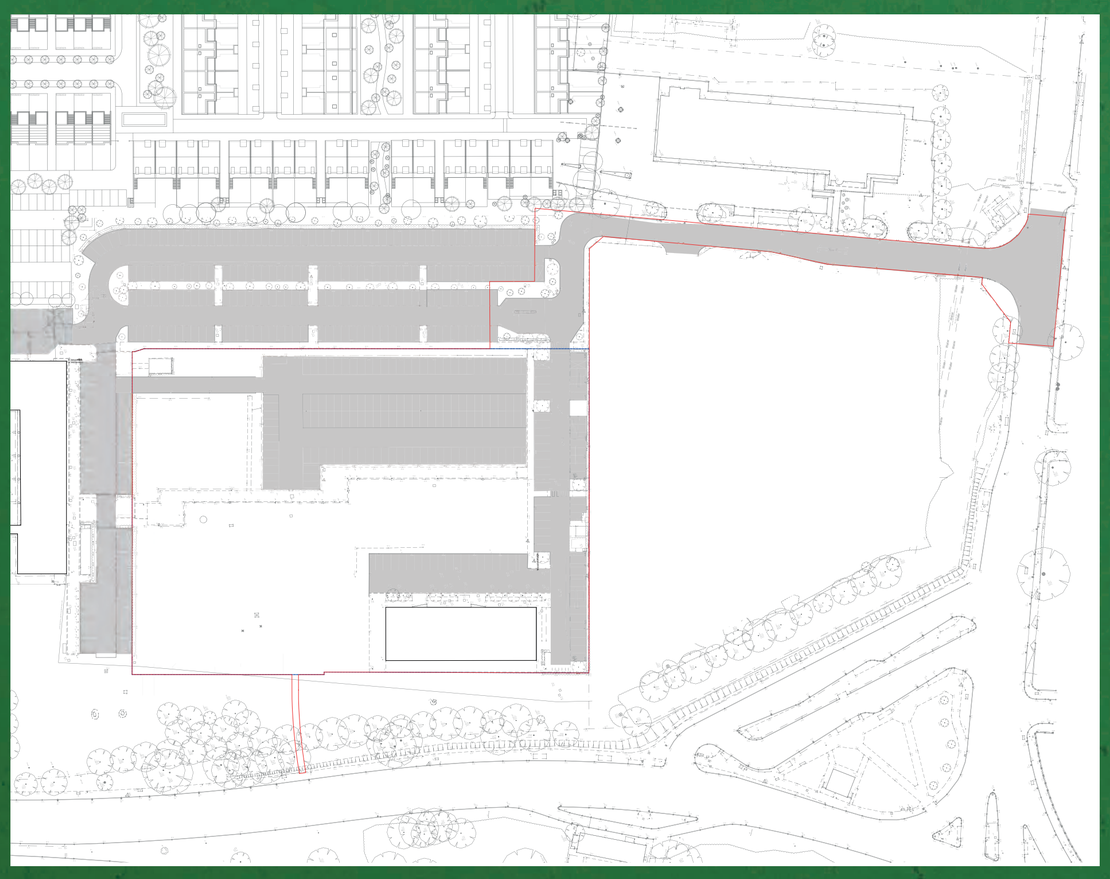
In 2014, the Council endorsed a Development Framework for the emerging masterplan. This document provided guidelines for future development and seeks to create a new commercial campus for sustainable technology and research & development, through the delivery of new commercial buildings, landscaping and parking.

Since 2014, three phases of development have been delivered, including the Spire Hospital, the Ohm office building and the Green Walk residential development. As part of the 2016 proposals for Ohm and Green Walk, the future masterplan was envisaged in the form shown below.

These proposals represent a further evolution of the masterplan and seek to deliver a truly low carbon building that is consistent with the vision and guiding principles of the 2014 Framework.

CURRENT PROPOSALS

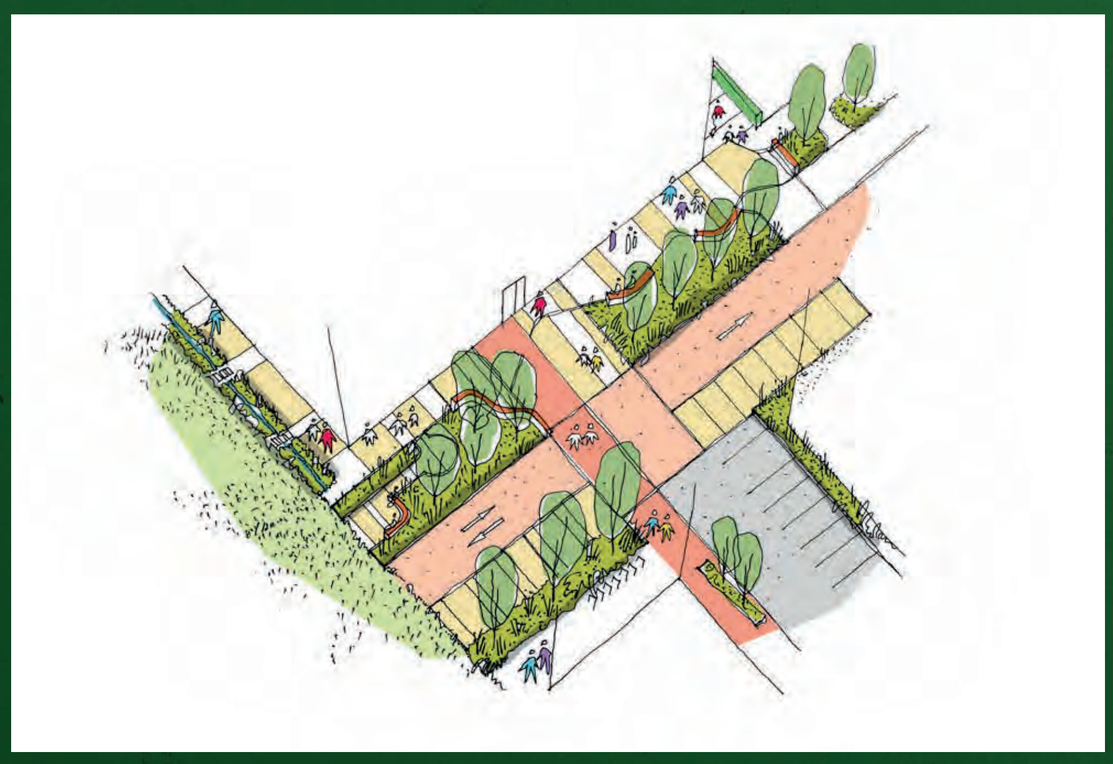
The emerging proposals relate to the area outlined in red below, which sits entirely within the masterplan area.



The proposed development boundary

The proposals seek to redevelop the site to deliver a six storey office building (referred to as 'The Ev0 Building' or 'Ev0'), car parking, landscaping, as well as highway junction and pedestrian crossing improvements. The Ev0 Building will be one of the lowest carbon buildings in the UK and will also be one of the largest timber framed office buildings, which is an essential component of achieving net zero carbon development.

Alongside the office building, the proposals will provide enhancements to the external environment that improve pedestrian and cycle connections, as well as create valuable outdoor space. The soft landscape will be arranged in a linear fashion to establish habitat corridors beneficial to wildlife and create a lattice of green features to support biodiversity and amenity. Planting will be layered so that low level shrubs and perennials will be complemented by a higher level tree canopy that will mature over time.



The applicant

The building will be delivered by Bruntwood Works (a subsidiary of the Bruntwood Group), which has previously delivered and manages The Ohm Building in Didsbury Technology Park, and will be delivering the remaining phases of the masterplan.

Bruntwood is an extremely experienced Manchester based developer with the overarching objective of creating thriving cities. It has a strong track record of delivering and operating high quality commercial office schemes across the city and beyond, including Citylabs, Bloc, Circle Square and Alderley Park.

Key project objectives:

- Deliver one of the UK's most carbon efficient buildings, both in construction and operation
- Deliver one of the UK's largest mass timber framed office buildings
- Create a sustainable technology and research and development commercial cluster
- Attract the best employers and maximise job creation
- Deliver enhanced biodiversity and a net increase in tree provision, making a positive contribution to on-site ecology
- Ensure the development responds positively to the local area and city
- Deliver sustainable urban drainage
- Improve pedestrian and cycle safety and permeability

SITE AND SURROUNDINGS



1. **M60 Ring Road**
   Linking to Manchester Airport (20 minutes) and major motorway network
2. **Princess Road**
   Linking to city centre
3. **Wilmslow Road**
   Linking to city centre
4. **M56**
   Linking South Manchester with North Chesire and Merseyside

The site is located in a central and prominent location within the wider Didsbury Technology Park site approximately four miles south of Manchester City Centre, adjacent to Princess Road, one of the main arterial routes for the city. At only 5.5 miles north of the airport, it is at a key strategic location within the City.

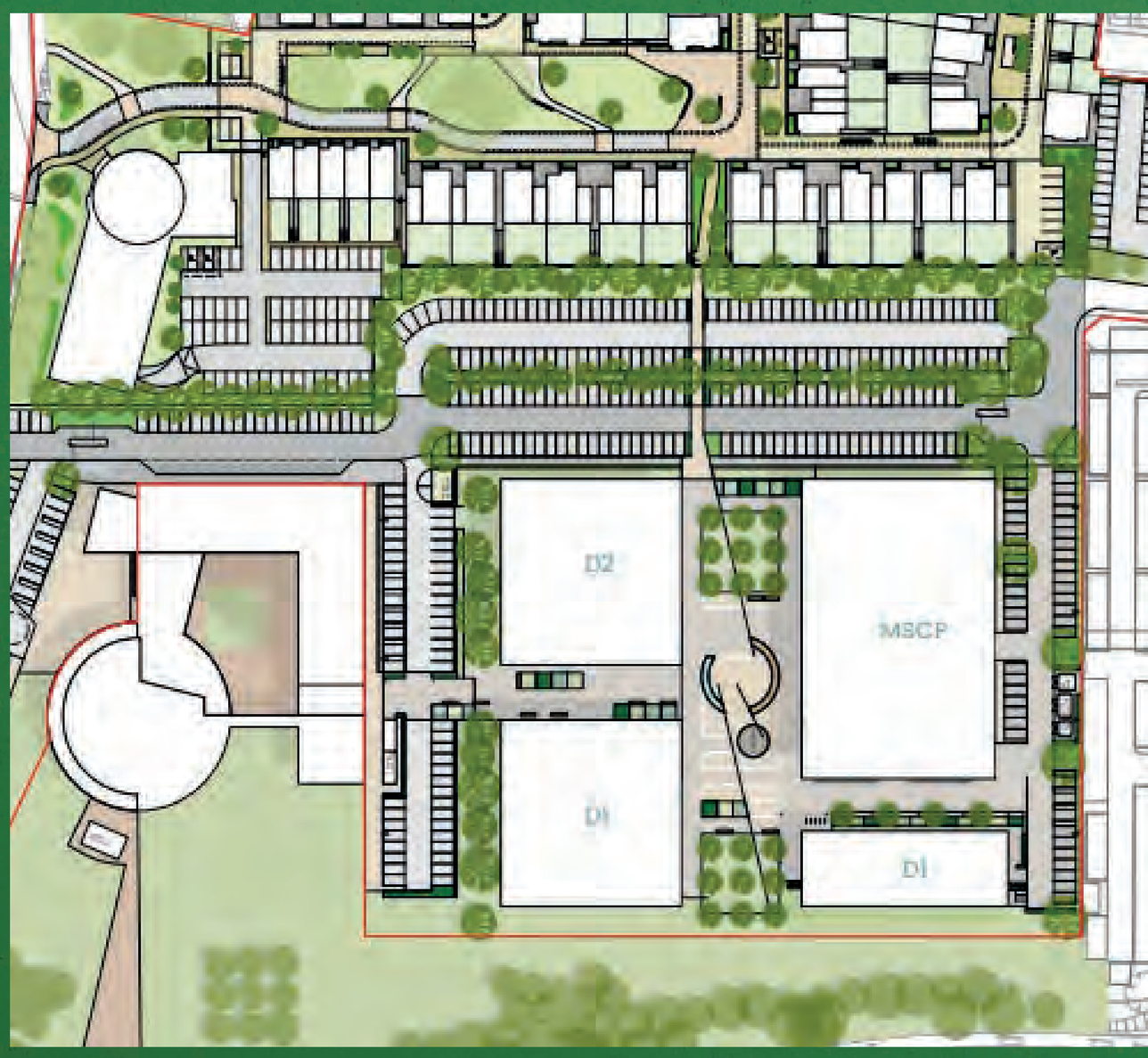
The site is in a highly accessible location, within close proximity of Princess Parkway and a range of sustainable modes of transport, including Metrolink, bus network and cycle paths all within easy reach of the site.

EVOLUTION OF DIDSBURY TECHNOLOGY PARK'S MASTERPLAN

The proposals sit at the centre of the masterplan for Didsbury Technology Park and tie together the existing Sir William Siemens House, The Ohm Building and Spire Hospital.

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 Lancasterian schools and a police station adjoin the site to the east.

The masterplan area extends to approximately nine hectares and comprises a mixture of buildings from residential, commercial and healthcare uses. In February 2015, planning permission was granted for the redevelopment of the southern part of the masterplan to deliver the Spire Manchester Private Hospital.



Two further proposals came forward in 2016, comprising:

- The 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.



The Ohm Building

Both of these developments have been completed and are occupied.

Other existing buildings within the masterplan area are The Renewable Energy Engineering Centre (REEC Building) and Sir William Siemens House (SWSH). The remainder of the masterplan is largely made up of surface parking and lawned areas.

The current proposals represent a further evolution of the masterplan and seek to deliver a truly low carbon building that is consistent with the vision and guiding principles of the 2014 Framework.

KEY CONSIDERATIONS

Public consultation has previously taken place in respect of different parts of the masterplan since the Framework was first drafted. This has included consultation on the original 2014 Framework, as well as public consultation on the proposals for Spire Hospital, Green Walk residential development and the Ohm office building in 2016. Within this context, there are a range of key local considerations that we are aware of and these have been used to inform the emerging proposals, as outlined below:

Highways

We understand that the surrounding highways network is busy during peak periods and our technical team have undertaken surveys of local roads to understand highways capacity, which has directly informed our proposals. Vehicles relating to the proposals will enter and exit the site at the Barlow Moor Road entrance and will be unable to enter or exist the site from Nell Lane.

Flood risk and drainage strategy

Whilst we are aware of flooding in the wider area, Didsbury Technology Park is located in an area identified by the Environment Agency as Flood Zone 1 ‘Low Risk’. Nevertheless, a Flood Risk Assessment is being prepared as part of the planning application.

We are also aware of localised surface level ponding along Nell Lane. A detailed drainage strategy is therefore being designed, which will include on-site sustainable urban drainage systems.



Parking

We are aware of existing issues with on-street parking in the surrounding area and we are undertaking parking surveys on surrounding streets to understand the current situation.

The proposals will provide sufficient parking to meet the needs of the development on-site. Furthermore, the parking strategy includes additional capacity to potentially flex according to any changes in demand. 20% electric vehicle charging will be provided on-site and there will be potential to increase the provision to meet future demand.

A robust Sustainable Travel Plan will also seek to shift travel choices towards public transport, as well as walking and cycling. Bruntwood will also seek to use smart parking technology to manage and monitor parking.

Biodiversity

We understand the importance of maintaining biodiversity in the local area. We are assessing the biodiversity of the current site and will seek 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.

PROPOSED MASTERPLAN

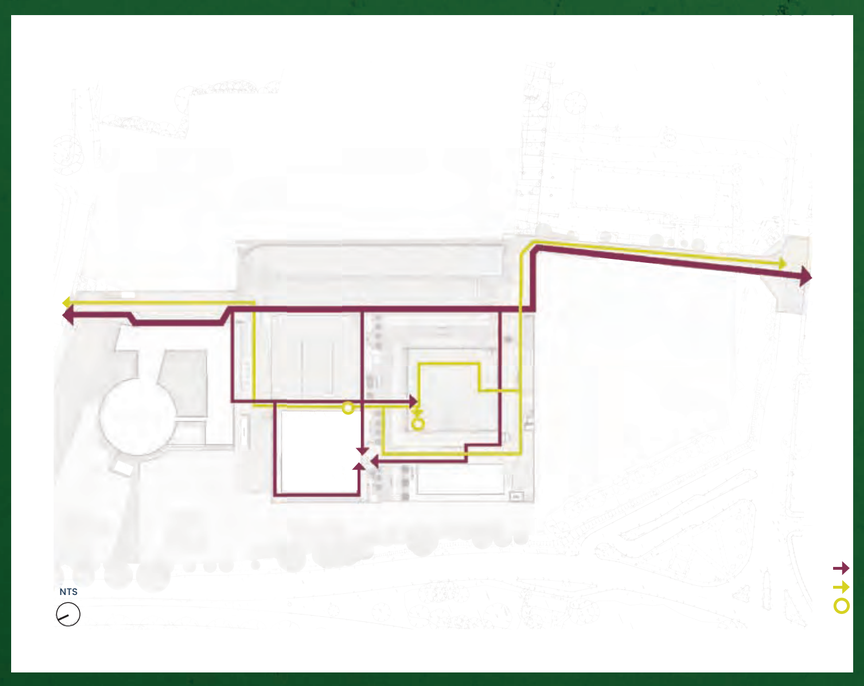
A new proposal at Didsbury Technology Park presents an opportunity to create a great place for people to work and spend time. As the site evolves the public realm will act as a key component that unifies the masterplan.

Key drivers for the site masterplan are:

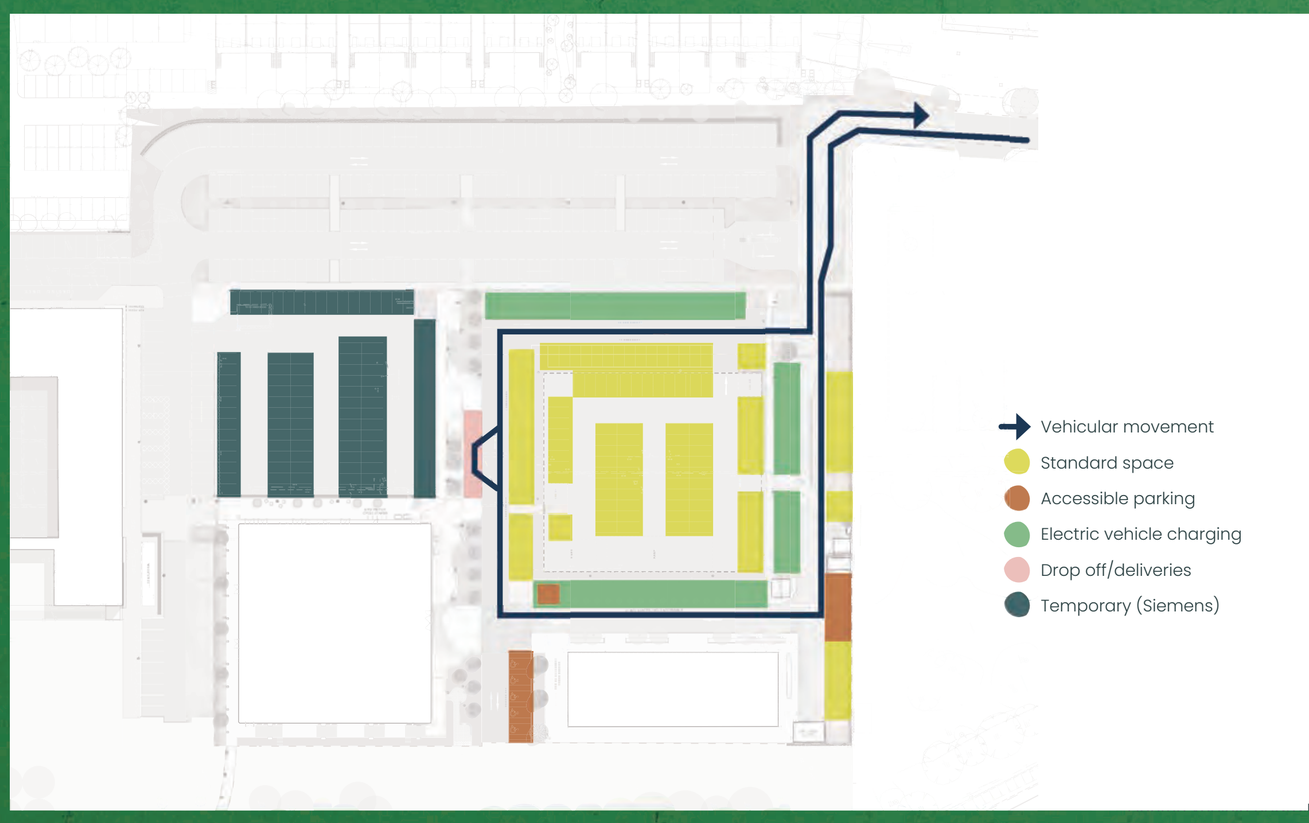
- The creation of a welcoming external environment to provide amenity for users of the new users and the established campus community including the Sir William Siemens House and D3 buildings, as well as users of the adjacent Spire Hospital
- A design concept that complements the sustainability agenda associated with the creation of a Net Zero Carbon building
- Improve safe permeability through the site for pedestrians and cyclists.

Permeability and access

A key 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.



Vehicular movements have been an integral consideration to the masterplan and those wishing to access the Ev0 building or Building D3 will only be able to access or exist the site via the entrance on Barlow Moor Road.



To ensure vehicle movements are appropriately managed, an improved junction layout is proposed at the Barlow Moor Road entrance, which will include the creation of a new pedestrian crossing.

Green infrastructure

Corridors of vegetation will 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 and the mature tree belt that flanks Princess Road. Additional planting is also proposed along other routes within the masterplan.

Rain gardens

The strategy for surface water attenuation seeks to minimise underground drainage infrastructure and integrate surface level interventions in the form of shallow rain gardens.

Trees

A total of 30 new trees will be delivered on-site as part of the proposals, comprising a range of species that reflect those that are already present on site and the growing conditions presented by the new external works.

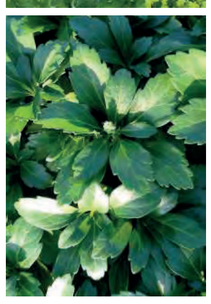
Planting

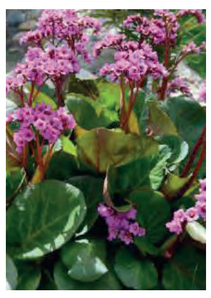
Plan Planting palettes are set out in a series of zones to reflect the environment and aspect in which they are located.













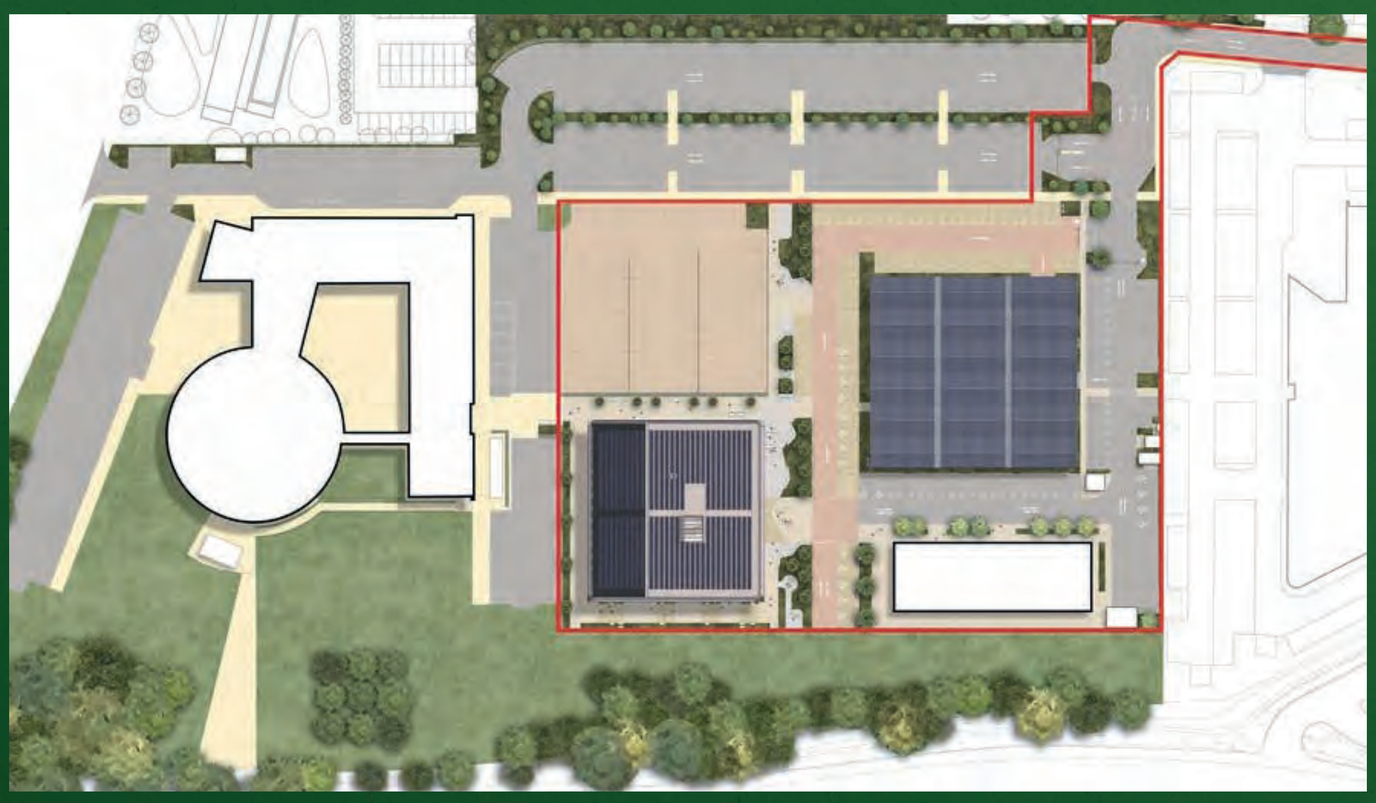




The proposed masterplan is shown on the two plans below.



Proposed masterplan, identifying key components



Proposed masterplan, showing photovoltaic panels on the roof of Ev0 and the car park deck

THE EV0 BUILDING



The proposals comprise an office building and a ground plus two storey car park, in addition to enhanced highways access, landscaping and external office amenity areas.

The office building is located to the south of Sir William Siemens House, in the central part of the campus.

A key driver behind the office building is Bruntwood's commitment to develop a Net Zero Carbon building, with an objective to be the first of its kind in the region and possibly in the country. We are considering not just the carbon associated with operational energy but also the embodied carbon in the building fabric and the construction. This results in a different and more innovative design approach where the building's architecture is as much informed by the need to maximise energy efficiency than it is by its site and surrounding masterplan context.

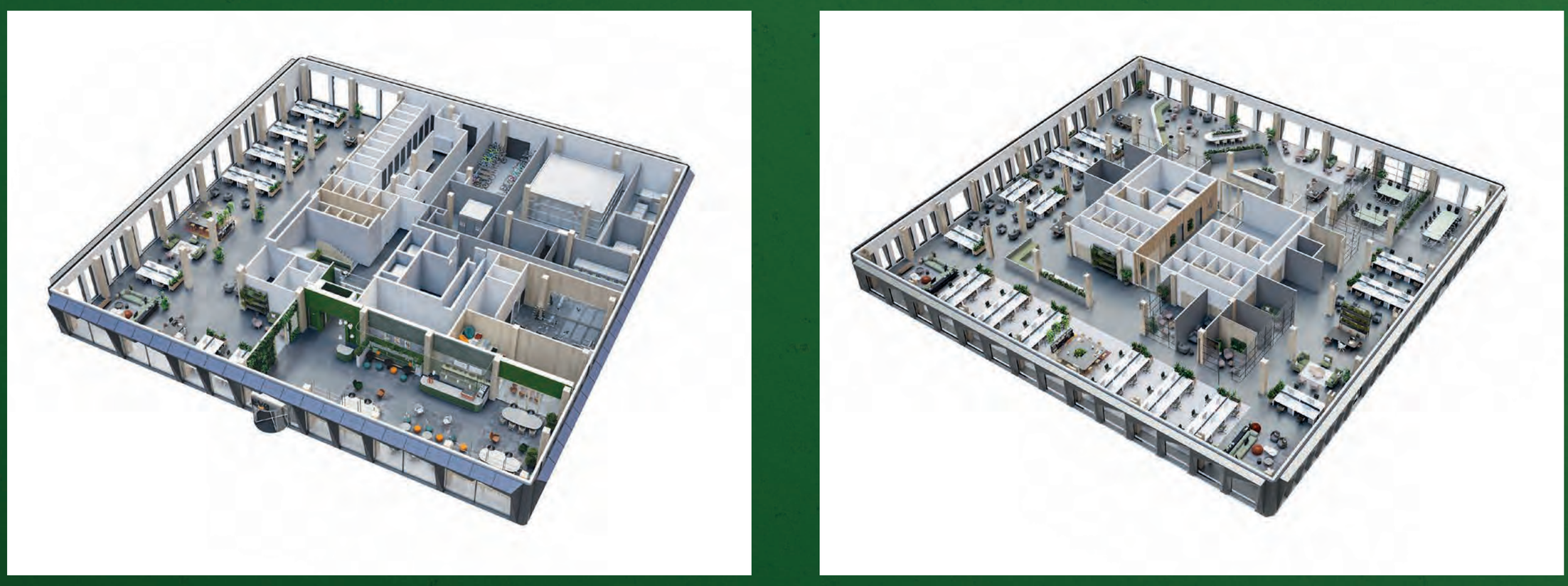
The proposed office building has been positioned within the site in accordance with the Masterplan principles set out in the 2014 Development Framework and the Phase 1 and 2 planning applications.

Designing a Zero Carbon Building

The design team are considering not just the carbon associated with operational energy but the embodied carbon in the building fabric and the construction. In addition, as part of this sustainable approach we are also seeking to maximise on-site energy generation.

- Reduce construction impacts
- Reduce operational energy use
- Increase renewable energy supply

The first move is reducing the construction impact and operational energy use is to minimise the amount of building. Creating an efficient building form reduces the amount of material involved in its construction structure and façade. This also helps to reduce operational energy by reducing the surface area of external walls where heat and where glazing is subject to solar heat gain.



Proposed floorplans for The Ev0 Building



Proposed floorplans for The Ev0 Building

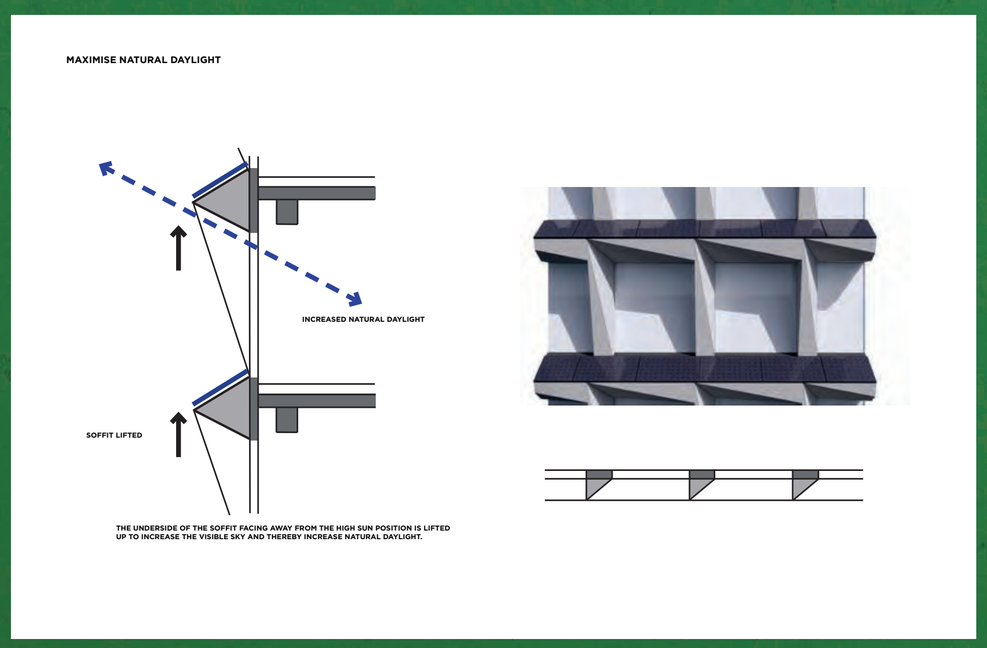


Indicative internal view of café at ground floor

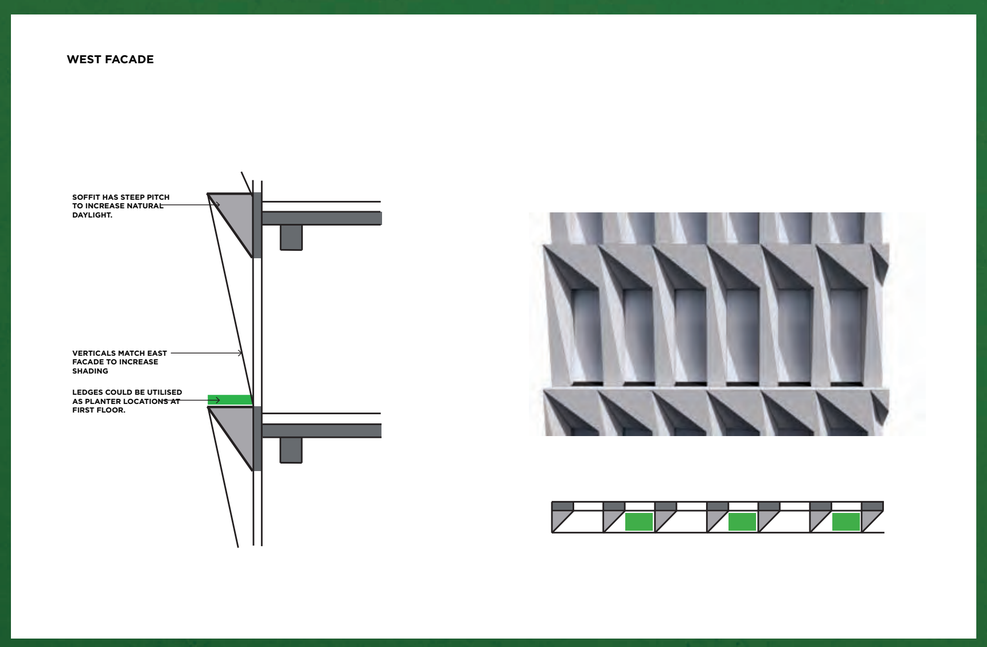
Façade design

The next stage of the design development was to use the building fabric to further reduce operational energy use. In order to minimise the amount used through cooling and lighting, the building responds to the solar context of the site, with each façade evolving from its own context whilst maintaining a consistent approach.

Following this design ethos we increased the depth of the façade to create deep window reveals providing shading but with optimisation to reduce elements that don't contribute, whilst also maximising the view of the sky and increasing natural daylight.



To the south where the sun is at its highest, horizontal shading at the head of the window is most efficient at limiting solar gain, however, to the east and west, where the sun is lower in the sky and of lower intensity, vertical shading becomes an important component. Through analysis this has enabled us to optimise the façade and percentage of glazing, designing larger windows to the south and north, maximising daylighting, whilst using an increased number of vertical elements to the east and west facades to increase shading where these are more effective.



To sit within the masterplan for the site, the building is orientated with its 'south façade' slightly rotated facing West, meaning the solar impact on the east façade is slightly increased, this has provided us with an opportunity to provide on-site energy generation with the incorporation of PV panels within the façade. Together with the PV array across the roof of the building these help to increase renewable energy supply of the building.

This design approach means the current design is forecast to meet UKGBC 2050 targets for energy use and LETI 2030 targets for embodied carbon in construction.

MULTI-STOREY CAR PARK

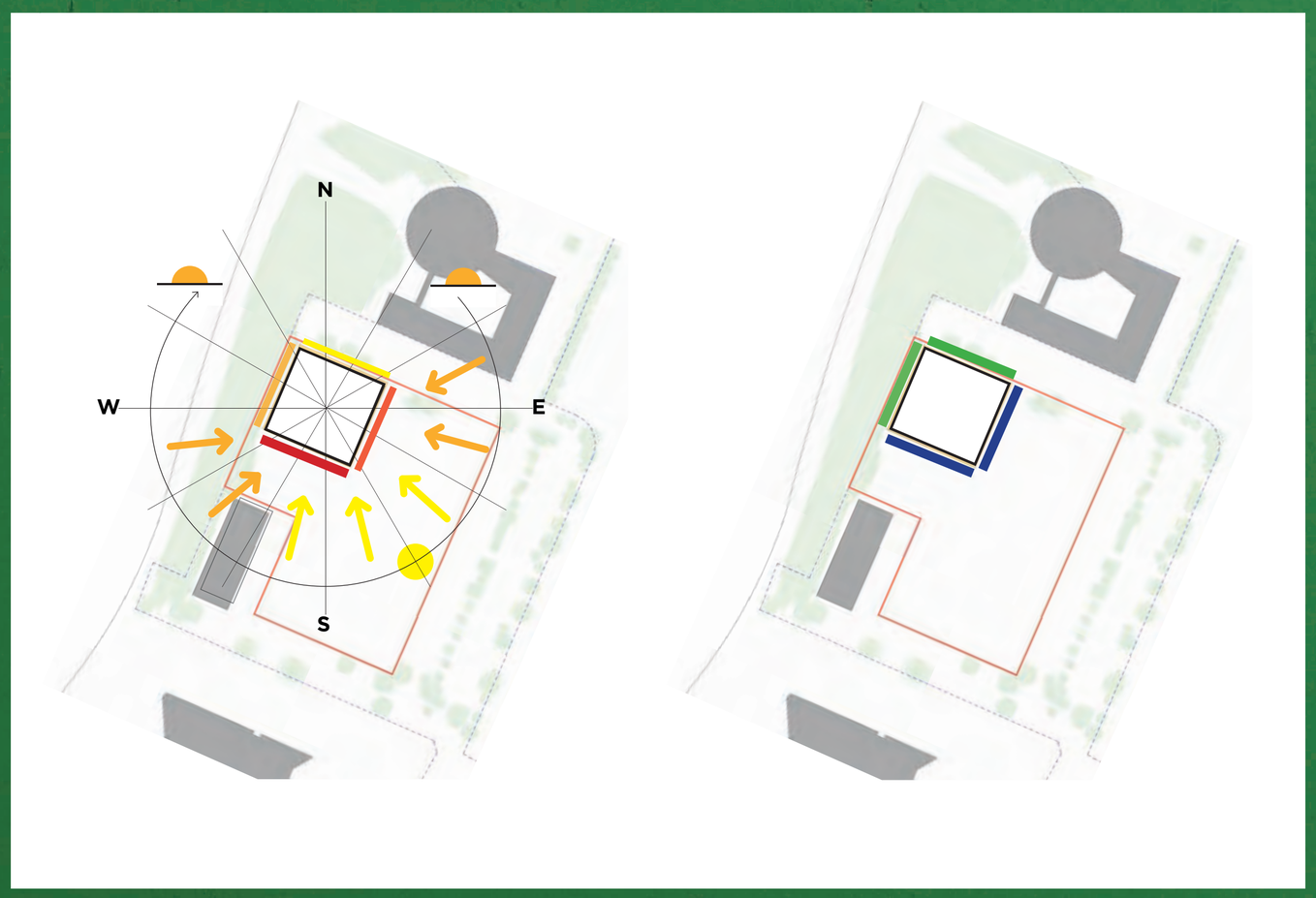


The 2014 masterplan included potential for a multi-storey car park to be delivered. This will be delivered in this phase, through the construction of the car park deck, on the site of the multi-storey car park.

The car park deck will allow car parking demand for future office occupiers to be met without impacting on surrounding residential streets, as well as allowing a space for additional green infrastructure to be delivered and Photovoltaic panels to the roof.

The proposals also include reconfiguration of and some new surface car parking and a comprehensive landscaping scheme that has been designed to maximise the wellbeing of existing and future users of the Didsbury Technology Park.

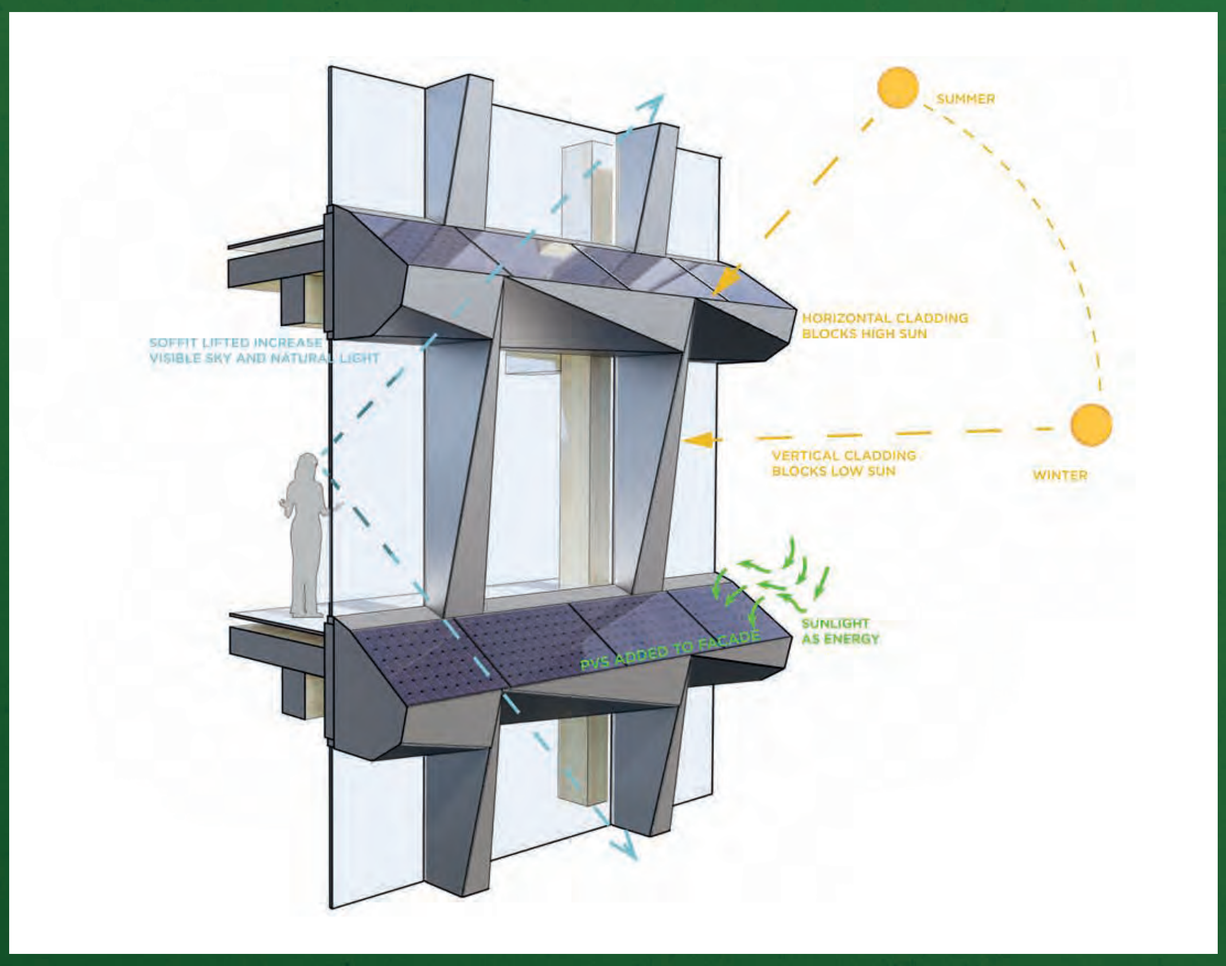
LOW CARBON DESIGN



The design team are considering not just the carbon associated with operational energy but the embodied carbon in the building fabric and the construction. As part of this sustainable approach we are also seeking to maximise on-site energy generation.

Creating an efficient building form reduces the amount of material involved in its construction structure and façade. This also helps to reduce operational energy by reducing the surface area of external walls where heat and where glazing is subject to solar heat gains.

To reduce operational energy use through cooling and lighting, the building responds to the sun path, with each elevation being designed slightly differently to achieve the best balance of shade and light. For example, to the South where the sun is at its highest, the elevation includes horizontal shading. To the East and West, where the sun is lower in the sky and of lower intensity, vertical shading becomes an important part of the façade design.



To maximise on-site energy generation, photo-voltaic panels are also provided across the majority of the roof of both the office building and the car park. To go even further, we are also exploring opportunities to include photo-voltaic panels within the façade itself.

This innovative design approach means the current design is forecast to meet UKGBC (UK Green Building Council) Paris Proof targets for energy use and LETI 2030 targets for embodied carbon in construction. If achieved, this will mean the building will be one of the most efficient buildings in the UK.

Ev0: Leading the way in Net Zero design

- On track to achieve UKGBC Net Zero for construction
- On track to achieve UKGBC Net Zero for operation
- Low carbon design approach driving the building form and materials
- Ultra low carbon timber structure, 65% lower than the average office
- The timber structure stores 4,000 tonnes of atmospheric carbon until building demolition, approximately equivalent to:
  - **4,000 flights from London to New York (per person)**
  - **730 annual personal carbon footprints**
  - **10 million car miles**
- Maximising on-site renewable energy generation from photovoltaic panels
- All electric and highly energy efficient systems
- Compliance with LETI or RIBA targets
- Targeting NABERS 5.5 stars (but not yet confirmed)

PARKING AND HIGHWAYS

Sustainability is a key theme running through all aspects of Didsbury Technology Park and so there will be a strong emphasis on low or zero carbon alternatives to travel by car. A sustainable transport and parking strategy has been developed to encourage sustainable travel behaviour.

The site is well located to take advantage of the excellent existing public transport facilities, including both bus and Metrolink, in addition to walking and cycling opportunities, which will therefore provide viable alternatives to travel by car. Nevertheless, the car parking proposals are a key consideration for development at the Didsbury Technology Park and the proposed provision seeks to ensure all parking associated with the proposals is kept on-site.

Furthermore, the parking strategy includes additional capacity to potentially flex according to any changes in demand.

The emerging parking solution currently comprises: Reconfigured surface parking. Three level deck parking (ground floor, plus 2 levels). 20% Electric Vehicle (EV) charging spaces (plus potential to increase to meet future demand). The provision of 200 cycle spaces. Implementation of a Sustainable Travel Plan to encourage sustainable travel.

The proposed Ev0 building will have 232 allocated spaces and there will be a further 76 residual spaces, as a result of the strategy to future-proof the parking provision. Further details on this are provided below.

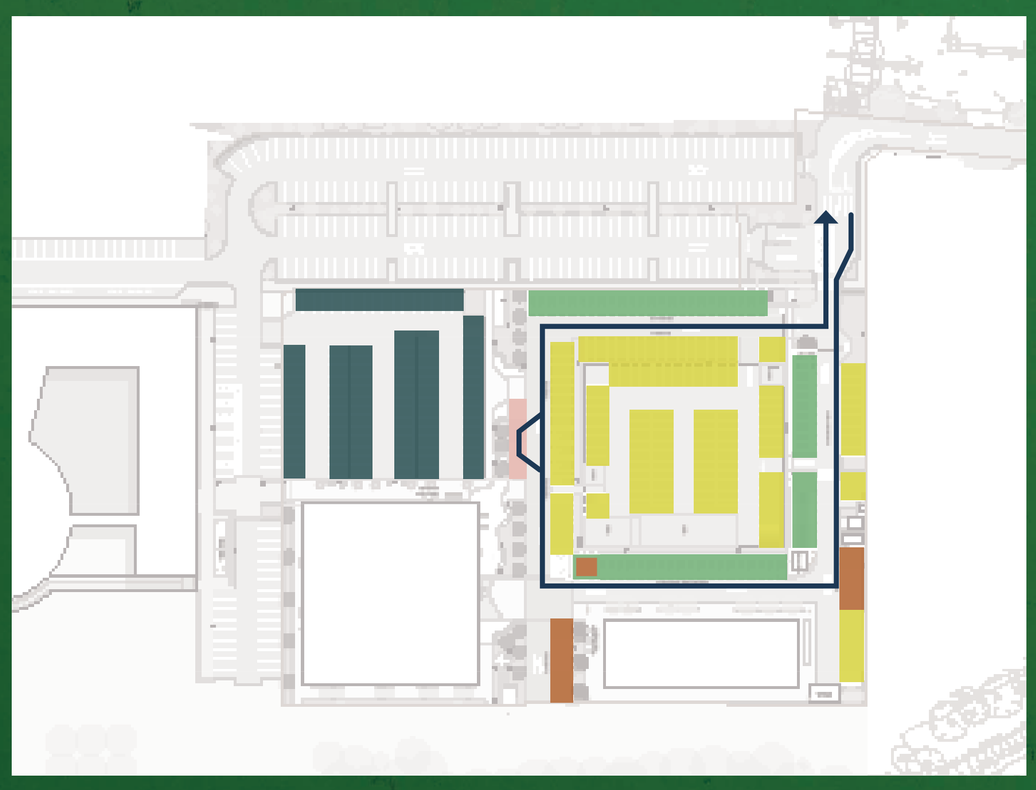
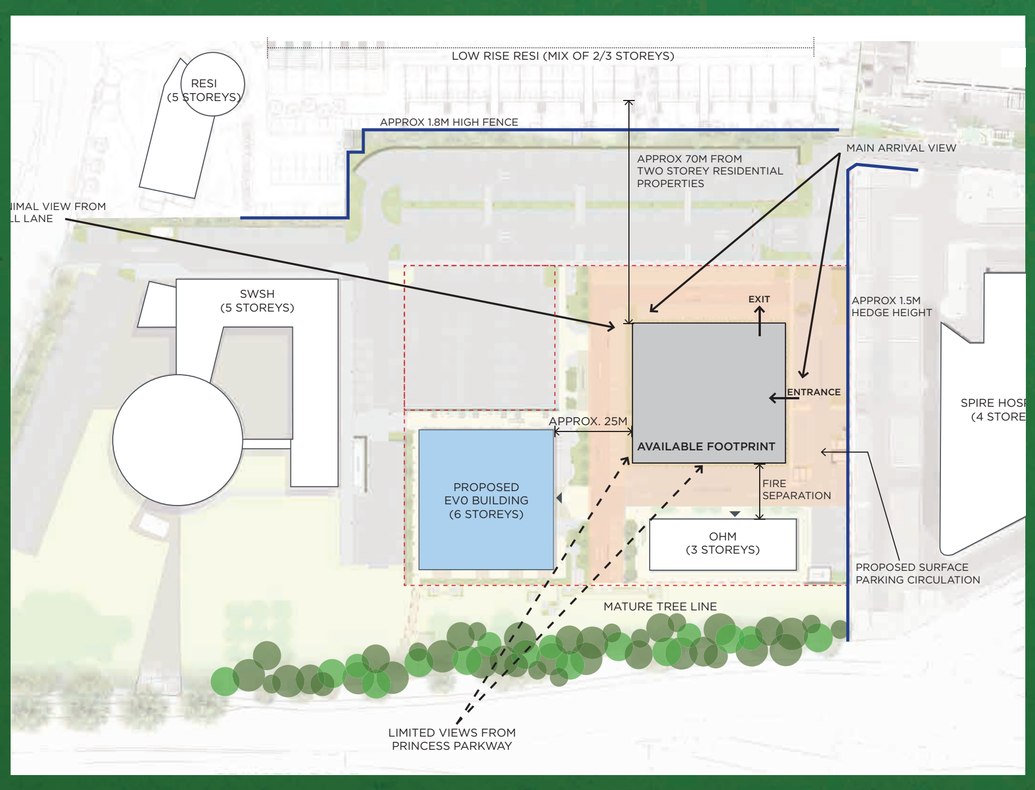
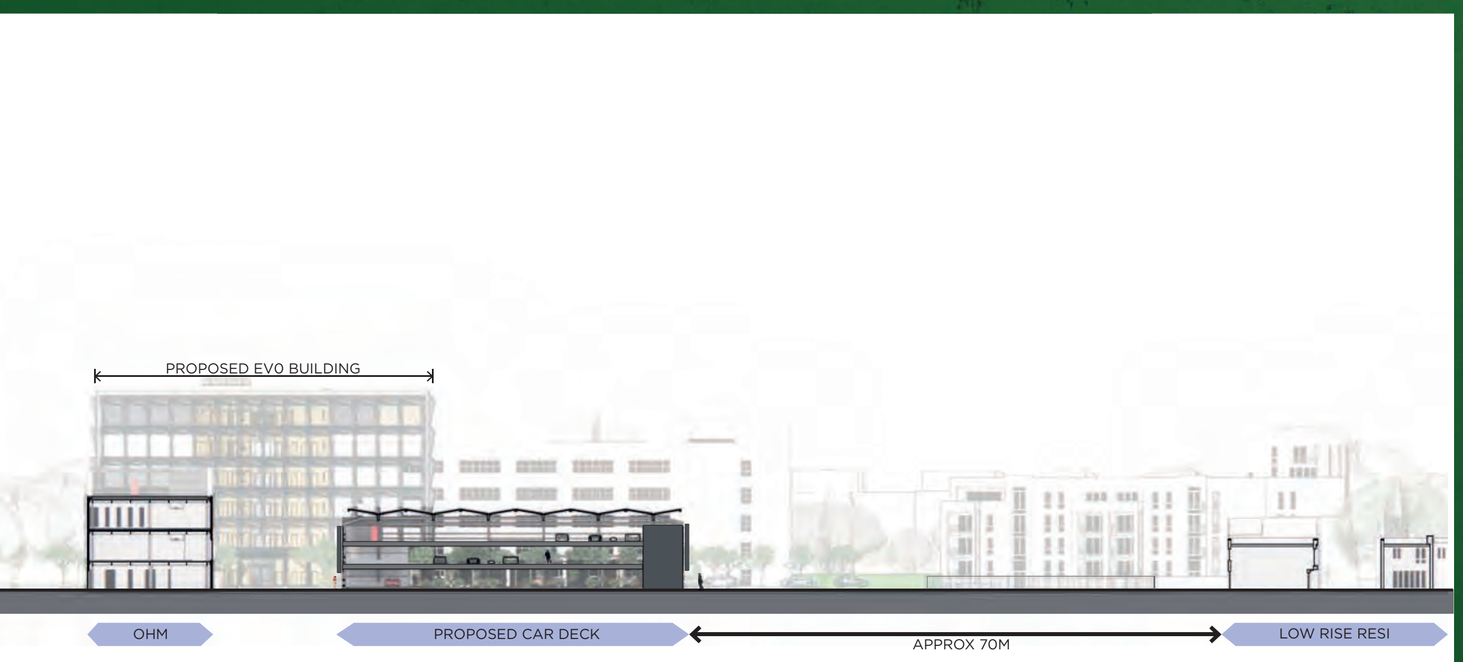


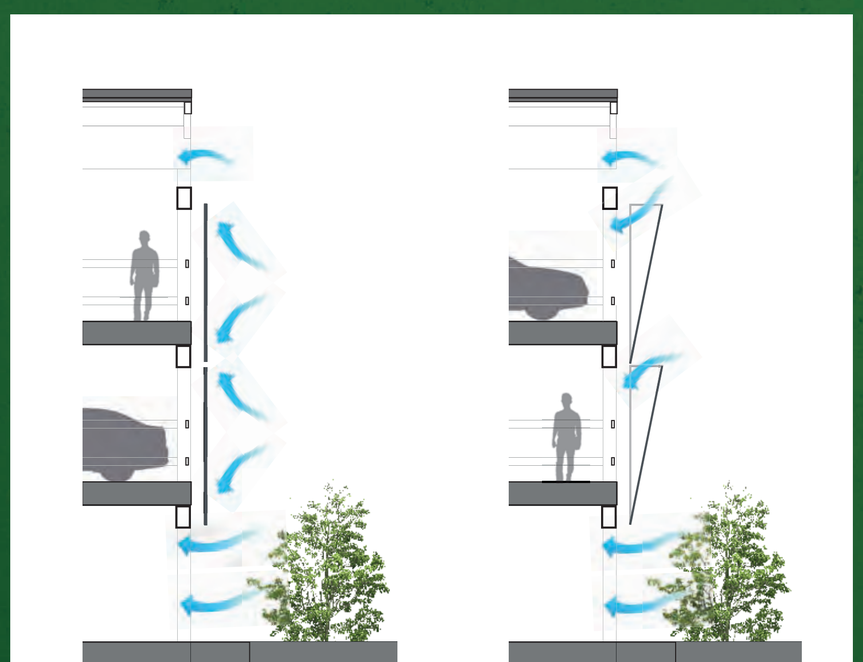
Diagram showing defined parking areas across the site and vehicle circulation



Car Park Deck – Key considerations



Section diagram looking north to illustrate scale of buildings and distance from nearest residential buildings



Car park deck façade design has evolved to achieve natural ventilation whilst also minimising views in or out



Highways and parking strategy

The proposed parking solution seeks to address a range of short, medium and long term considerations, which are summarised as:

Short term:

- Parking provision that is fully assessed and complies with policy parking standards
- Provide sufficient parking to meet the needs of the development on-site
- Deliver improved junction arrangements as necessary on Barlow Moor Road, including pedestrian crossing
- Intention for Building D1 to have parking allocation of between 70% - 80% of parking policy standards (approximately 232 spaces)
- Reconfigure Siemens' parking within redline boundary, with reduction of c.40 spaces
- 20% on-site electric vehicle charging (EVC) will be provided. Bruntwood is exploring ways in which the EVC facility could be made available to members of the public in the evenings and weekends
- Use of smart parking tech to manage efficient use of spaces and collect parking data to be considered
- Work with future commercial occupiers to effectively implement the Sustainable Travel Plan
- A potential 'meanwhile use' for the c.76 residual parking spaces – for example, residual spaces could be made temporarily available for public use or surrounding businesses (including overnight and on weekends). To establish the possibility of a temporary meanwhile use, we are gathering evidence of existing demand from local trip generators and parking issues on local streets.

Medium / long term:

- By building the car park deck now, it will avoid displacing large numbers of cars off-site when the next phase of development is constructed
- The Sustainable Travel Plan will be subject to annual monitoring, using data that identifies trip generation and travel patterns of future employees, which will help guide future development
- Bruntwood will seek to work with Siemens (or any future occupiers) to monitor and understand wider parking requirements to ensure sufficient parking is provided on-site in the long term
- Potential additional electric vehicle charging points could be provided to meet demand.





Have your say at **TheEv0Building.co.uk**

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NEXT STEPS

The public consultation period runs for four weeks and we ask for all comments to be submitted via the website before 17th June 2022.

The planning application is due to be submitted in early summer. Once submitted, the planning application will be available to view online via the Council's planning portal and local residents and businesses will be given details of how to view the application and submit comments.

Subject to planning permission being approved this year, the intention is to start construction in early 2023. The total construction period is expected to be 18 months, with the building becoming operational in spring 2024.

Thank you for visiting the public exhibition and please speak to the project team if you have any questions.



Have your say at **TheEv0Building.co.uk**

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