

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
114283/FO/2016	9th Dec 2016	9th Mar 2017	Chorlton Park Ward

**Proposal** Erection of three storey commercial building (for a flexible B1 office or D1 non-residential healthcare use) together with associated car parking, landscaping, highway works, associated works and the reconfiguration of existing car parking

**Location** Land At The Siemens Campus, Princess Road To Nell Lane, Manchester, M20 2UR

**Applicant** Bruntwood Ltd, C/o Agent

**Agent** Mr John Cooper, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF

## **Background**

The application site forms one part of the allocated strategic development site at the Siemens Campus in South Manchester. Siemens developed their UK regional headquarters on the site in the early 1990s which has been in use since that time with other associated buildings being constructed in the intervening period and more recently with the completion this year of the Spire Hospital development to the south of the site.

In November 2014, the City Council endorsed a Strategic Development Framework for the site which sets a number of high level development principles for future proposals on the site including the provision of high quality executive and family homes and the opportunity to secure the delivery of a Sustainable Technology Hub, including office and research accommodation targeted at complimentary occupiers.

The applicant has prepared an illustrative masterplan based upon the development frameworks principles which identifies 5 potential standalone phases of development across the site the delivery sequence of the phases is currently unknown, however, this application (Phase 1) along with the other report on this agenda form the first two phases of development of the Masterplan and are to be delivered in sequence, although the sequence of later phases (3,4 and 5) is not currently known.

Phase 1 – Commercial development (the application subject of this report)  
Phase 2 – Residential development (application appears elsewhere on this agenda)  
Phase 3 – Multi-storey car park  
Phase 4 – Commercial development  
Phase 5 – Commercial development

An illustrative masterplan is appended to the end of this report.

Planning permission was granted in February 2015 (ref: 107473/FO/2014/S1) for the redevelopment of the southern part of the wider site for the erection of a four storey building to form a new private hospital with associated car parking and landscaping.

This permission has now been implemented and the hospital was completed earlier this year.

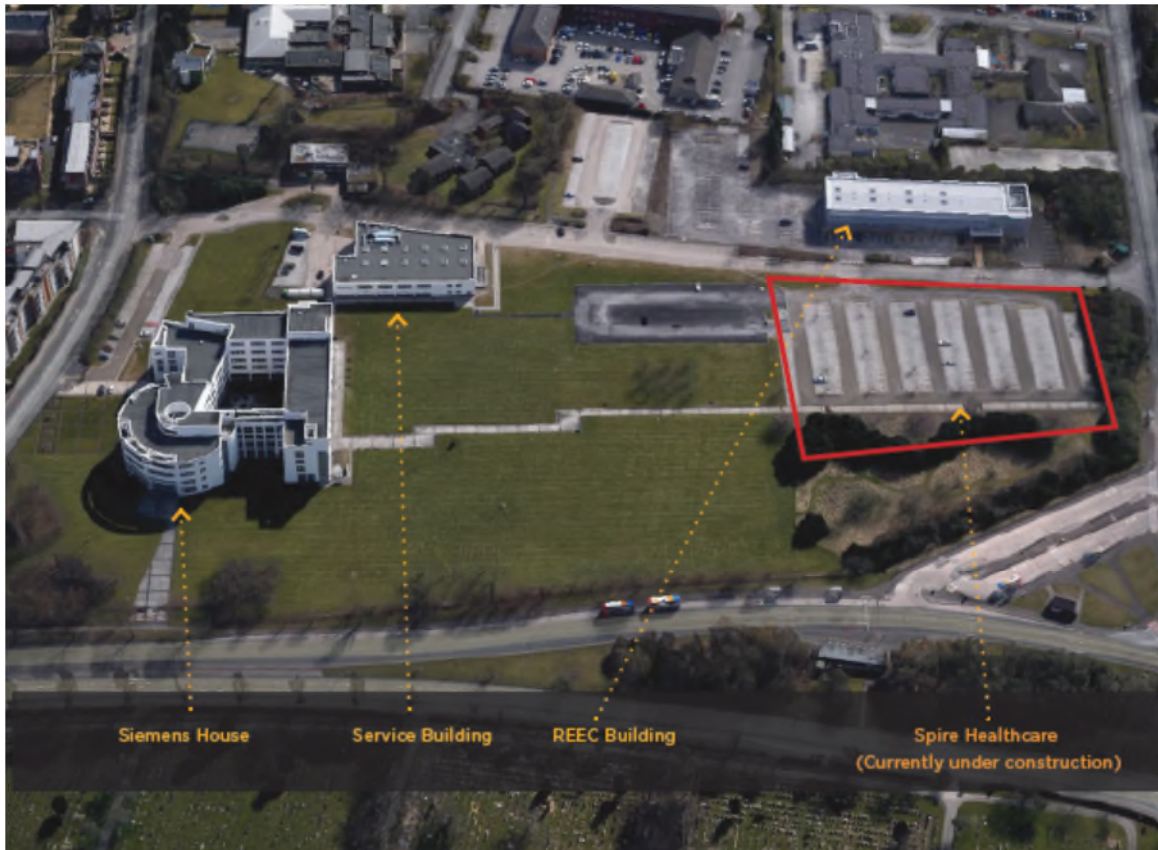
### **Description**

The wider Masterplan site relates to the Siemens campus site located between Princess Road, Barlow Moor Road, Nell Lane and to the east by the Birches School, West Didsbury Police station and the Lancasterian School which all face onto Elizabeth Slinger Road. The site subject of these application proposals is located to the south of the existing Sir William Siemens House and to the immediate north of the recently completed Spire hospital, the site is allocated by saved policy DB12 of the Manchester City Council Unitary Development Plan for business development.

Albert Park conservation area is located approximately 400 metres to the east of the site and the nearest listed buildings are the Old Withington Hospital site (Grade II) to the north and the Alcock monument (Grade II). There are no designated heritage assets located on the application site.

The application site boundary is directly bounded to the west by the proposed Phase 2 residential development subject of a separate application that also appears on this Committee agenda reference 114529/OO/2016. The site is 2.5 hectares in size and currently includes a demonstration room associated with Siemens, part of the Service building, surface level car parking and open grassed area. The Service Building is surplus to Siemens' requirements and is to be demolished prior to commencement of construction works under permitted development rights.

Access to the Site is from Barlow Moor Road and Nell Lane, although this is currently security restricted.



Aerial view of the Siemens campus looking east

## Application proposals

The application proposals relate to construction of a three storey (16 metres in height) commercial building (Unit D3) with plant area on the roof for use as either offices (Class B1) or non-residential healthcare (Class D1) comprising a total of 2,184 sqm of internal floor area across the three floors. The proposals also include for the reconfiguration of existing car parking serving existing commercial buildings and the provision of new car parking spaces associated with the proposed commercial building; together with landscaping and highways works to amend the access from Nell Lane.

The proposals form part of Phase 1 of the masterplan for the development of the Siemens Campus and seeks to ensure existing operational parking requirements are maintained for Siemens, whilst also making allowance for future Phases 3, 4 and 5. The location of Unit D3 allows for the masterplan proposals to indicate the location of a multi-storey car park (MSCP) behind it when brought forward in a future phase of development, therefore ensuring the visual interest and setting of the wider site can be enhanced.



**Illustrative image of Unit D3**

Vehicle, pedestrian and cycle access is to be maintained from Nell Lane and Barlow Moor Road, although management measures will be in place, including control barriers past the access to unit D3 to restrict cut-through traffic.

The application has been amended to include a total of 20 cycle spaces to be provided on site for the office building and it is indicated that more extensive cycle storage facilities would be provided within the Multi Store Car Park to be provided in a later phase which would serve all the commercial buildings across the wider site.

The development would provide a total of 574 surface car parking spaces accommodated across the site with 48 spaces allocated for use by the D3 unit and 526 spaces would replace the existing car parking that need to be reconfigured to enable the delivery of future development phases. Prior to the development of the Spire Hospital on the southern section of the site approximately 608 car parking spaces were available on site.

The proposals include for hard and soft landscaping whilst retaining trees where possible and provision, new native trees would replace those that have been removed and more would be planted to enhance and facilitate the masterplan.

The application site boundary overlaps with that of Phase 2 reported elsewhere on the agenda the area of overlap includes a landscaped border, a small proportion of commercial parking and the commercial access. The details shown within the overlapping area are replicated within each application. In this respect, the boundary treatment can be delivered by either application.

A proposed site layout is appended to the end of this report.

### Planning history

In February 1989, the Council granted planning permission for a development totalling 58,140 sq m, including 36,450 sq m of offices and 952 car parking spaces. The permission assumed a phased development resulting in a single-linked building of 5 storeys parallel to Princes Road. This permission was partially implemented and further permission would not be required for the further phases of development provided that it is constructed in accordance with the approved plans.

The Site has been in use as Siemens' UK regional headquarters since this time, with the recent addition of the Spire Hospital in the south west corner of the wider site.

### Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2015 specify that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. In this instance the application has been supported by an Environmental Statement prepared to investigate the environmental effects of the Masterplan proposals (all proposed phases of development) both during the construction and operational phase as well as cumulative effects. The submitted ES confirms that overall, the development has limited adverse environmental impacts.

### Landownership

Members of the Committee are advised that the City Council has an interest in this application as having a land interest as beneficiary of historic restrictive covenants across the site which restrict its use. However, the Committee must disregard these interests and exercise its duty as Local Planning Authority only.

### **Consultations**

The applicant has undertaken a series of pre-application consultation exercises with local ward members, residents and stakeholders including a public exhibition a report has been submitted alongside the application that outlines the consultation undertaken.

The proposal, by virtue of the size of the site that it is accompanied by an Environmental Statement and has been classified as a major development. As such, the proposal has been advertised in the local press (Manchester Evening News), site notices were displayed at various locations around the application site. In addition, notification letters have been sent to local residents and businesses.

### Local Members

Chorlton Park Ward Members – Support the comments submitted by West Didsbury Residents Association.

Councillor John Leech - There are clearly not sufficient parking spaces for the proposed development. Every office development on Princess Road has been allowed to be developed with insufficient parking. We have seen recently on Didsbury Point that once these offices are full, there is a massive problem with parking on the nearby residential streets. This is going to happen here. There must be significant additional parking provision for this site if this is to be approved.

#### Local residents groups

West Didsbury Residents Association – WDRA do not wish to raise an objection to the application subject to consideration of a number of issues that they raise which are summarised as:

In terms of Air Quality the suitability of the location for new office workplaces requires a full critical evaluation given the close proximity to Princess Rd – an acknowledged vehicle pollution hotspot.

This building will be visible on a daily basis to maybe thousands of bus and car travellers along Princess Rd. WDRA felt that the proposed design and elevation treatments were appropriate to the location. The drawings and plans produced suggest a building that will cause little discord with the existing SWSH and curtilage, being complementary to while distinct in style from the latter.

WDRA believe it is only possible to fully assess the impact of a building after the occupant has been determined, as each individual business brings its own particular needs to a location in terms of volume and frequency of visitors, servicing and delivery requirements.

In terms of landscaping and trees WDRA acknowledge that the applicant's intentions here are positive and include a commitment to replace trees to be lost and detailed planting plans, the success or otherwise of the landscaping treatments will ultimately include a judgement of how effective is the landscaping at hiding the large areas of the site devoted to car parking. As some of the present car parking would go when all construction phases are implemented, any present judgement is reliant upon delivery of development proposals beyond the present planning application.

Access provision for vehicles and cycles would be possible from either Barlow Moor Rd or Nell Lane, with a proposed barrier system intended to inhibit cut-through traffic. Initially these routes would be available to occupants, deliverers and visitors of the D3 building, SWSH and the REEC building.

The EIS accepts a need (after completion of phase 4 of the Masterplan) to upgrade site access to Barlow Moor Rd with a signalised junction, together with a need for “highway mitigation measures” at both junctions A5103 Nell Lane and A5103 Barlow Moor Rd.

WDRA take the view that the presently proposed D3 building together with the additional residential traffic, will cause Nell Lane to experience additional volumes of outward and inward traffic (to the site) which may mean queuing and some congestion well before the EIS proposed time for recommended junction upgrades.

The existing Nell Lane/ Princess Rd traffic controlled junction has a prohibition on traffic from Nell Lane turning right onto Princess Rd (ie towards the city centre). We are aware of previous road accidents involving pedestrians at this spot. The likelihood of additional traffic flows along that part of Nell Lane from site entrance(s) to Burton Rd is in our view not sufficiently addressed.

WDRA suggest that impact of the development on local roads and traffic flows after initial construction phases and especially when all development is complete and occupied has also been insufficiently addressed.

There does not appear to be any direct footpath access onto Princess Rd intended. Given the hope that employees will use public transport rather than private cars this seems to be an oversight.

In WDRA's view the concept of a barrier system to prevent cut through traffic, while theoretically sound, is one that needs further detailed consideration if it is to be a practical and effective solution.

WDRA understand that the intention is for site roads to not become adopted highways. This would mean that parking restrictions including pavement parking could not be enforced by police or city traffic enforcement officers, presumably making necessary the use of a civil enforcement company.

This particular application is being called upon to provide parking much beyond the requirements of the D3 site building, for the benefit of occupants of other sites and properties both existing and anticipated. After completion of the multi storey car park, surface parking dedicated to D3 will be 41 spaces. The implementation of 114283 involves some temporary parking provision due to the requirements of the construction process. After all phases are completed it appears that Phase 1 development will be seen as more or less neutral regarding green transport arrangements. The provision of only 10 cycle spaces (of which just 4 would be available for visitor use) appears unnecessarily meagre for a scheme claiming green credentials.

We have noted in our assessment above, points that seem to us to be in need of some review, (particularly site access and impact on local roads). Provided the points we have raised receive consideration we would not wish to raise any objection to the application.

WDRA request conditions addressing the following to be a part of any consent:

- Full and approved construction method statement to include all demolition;
- All best practice tree protection measures to be in place prior to any plant on site ;
- Hedgehog protection measures as advocated in the EIS;
- Swift brick and bat box incorporation;
- D3 to have solar pv and green roofing;
- Enhanced native tree and hedge planting along the west interface with Princess Rd to mitigate felling of 50% of the birch woodland at the junction of Nell Lane and Princess Rd;

- An s106 agreement to provide funding for future junction upgrading at Nell Lane/ Princess Rd, Barlow Moor Rd/ Princess Rd and site exit onto Barlow Moor Rd.
- A critical evaluation of the appropriateness and safety of the site as a workplace location given the high levels of vehicle emissions on nearby Princess Rd.

### Local residents

One representation has been received from a local resident who objects to the application on the grounds of over development, significant impact on traffic and environmental air quality particularly given the hospital development.

### Statutory and non-statutory consultees

United Utilities – Recommend that conditions be attached to any approval relating to foul and surface water drainage.

MCC Flood Risk Management Team – Recommend conditions relating to further details for the surface water drainage scheme for the development.

MCC Neighbourhood Services (Arborists) - There are no objections from an arboricultural perspective to the proposals for this application subject to BS 5837 being adhered to.

The majority of trees listed for removal on this site are of poor form and would not warrant retention within the new development.

The site has a good selection of native species proposed to mitigate the loss of existing trees.

Environmental Health – Recommend conditions to cover the following matters: hours for deliveries and servicing to the development; Construction Management plan (including wheelwash); premises hours to be agreed; noise insulation of external equipment; updated waste management strategy when an occupier is known; and contaminated land and ground conditions.

Greater Manchester Archaeological Advisory Service - A desk based assessment was prepared by White Young Green for the application area in relation to an earlier application (107473) in 2014. This found that only archaeology interest were old field boundaries which will have been removed by later development and landscaping at the site. GMAAS consider that there is not enough significance or potential survival to warrant further investigation. Therefore, we consider that no further archaeological mitigation is required.

Historic England – Although notified of the application because of designated heritage assets within the vicinity of the site did not consider that it is necessary for this application to be notified to Historic England.



Highway Services - The application is supported by a Transport Assessment contained within the Environmental Statement. In response to comments from Highway Services the applicant has provided an addendum Transport Note which includes a parking accumulation study, this information has been fully assessed and Highway Services raise no objections to the proposals on Highway network impacts or highway or pedestrian safety grounds and make the following comments:

It is acknowledged that the predicted traffic generated by the developments would be a small percentage of the overall traffic flow volume on Princess Road. The site is considered highly accessible with bus stops located nearby on Nell Lane, Barlow Moor Road and Princess Road. The Withington Metrolink stop is also located within a reasonable walking distance of the proposed development.

There are Traffic Regulation Orders (TROs) in the form of no waiting at any time restrictions along Nell Lane, however it is recommended that these are extended into both of the access roads to prohibit parking in inappropriate areas.

A review of carriageway markings on Nell Lane and that these are renewed on the approaches to both access should be included within the section 278 works required for the new and amended accesses onto Nell Lane and including carriageway markings, TROs, kerb realignment, dropped kerbs and tactile paving. It is also recommended that a pedestrian refuge is provided on Nell Lane to enhance connectivity to and from the site.

For any areas of adopted highway requiring reinstatement, resurfacing etc. depending on the highway materials proposed the applicant may need to agree commuted sums, similarly for any new trees that require adoption.

A car park accumulation assessment has been provided for the commercial unit, demonstrating that the proposed car park can accommodate the car parking demand for the unit. This is considered acceptable in principle. It is accepted that the level of pedestrian trips is unlikely to justify the improvements required at the Nell Lane/Princess Road junction through this phase of development.

A framework Travel Plan is included in the application. The success of the Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel Plan need to be included in the Framework Travel Plan. Should the proposed development be approved, it is suggested that further development of a full Travel Plan be attached as conditions of any planning consent.

A construction management plan is required prior to any construction works taking place on site which may impact on the safe and efficient operation of the adjacent highways. It is recommended that a planning condition requiring the submission of a construction management plan (CMP) to be submitted to the LPA for approval prior to any works commencing on site is attached to any subsequent planning permission granted.

It would be beneficial to the local community if funding was sought from the applicant to upgrade the bus stops on Princess Road.

## Policy

### Manchester Core Strategy

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). The Core Strategy is to be used as the framework that planning applications will be assessed against.

There are a number of policies within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.

Policy SP1 - sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including:

- creating well designed places,
- making a positive contribution to health, safety and well-being,
- considering the needs of all members of the community, and
- protecting and enhancing the built and natural environment.

It is considered that the application proposals meet the key spatial principles of the Core Strategy by creating a well-designed development which will provide modern safe and secure state of the commercial floorspace on an existing employment site.

Policy EC1 Employment and Economic Growth identifies that 200 hectares employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).

Offices (B1a) - 140ha

Research and Development and Industry (B1b, B1c and B2) - 25 ha

Distribution and Warehousing (B8) - 35ha

Key locations for major employment growth showing indicative distribution figures will be:

- Manchester City Centre 33ha
- City Centre Fringe (including Strangeways, Collyhurst, Ancoats, New Islington and Manchester Science Park) 25ha
- Central Park and Eastlands 65ha
- Manchester Airport and the surrounding area 50ha

In addition to the above the Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses mainly in the City Centre and Eastlands in line with Policy C1.

The proposals for the Siemens Campus are considered to enhance employment generating uses on a site already within employment use. The increased amount of flexible commercial floorspace would meet an identified need for new employment floorspace and would contribute to Manchester's economic growth.

Policy EC2 'Existing Employment Space' indicates that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly.

Policy EC 9 relates to economic development within South Manchester, although the area is not expected to make a significant contribution to employment provision within the City. Areas and sites along Princess Parkway are identified as potential locations for office development, and proposals for high technology industry and research.

The proposals would complement and assist in the development of the Siemens Campus and help to create high value employment in the area. The principle for office development on the site has been established by the extant planning consent for the site for office development (Ref: 32801), UDP Policy DB12 and the Siemens Campus Development Framework (2014) and are considered to accord with policies EC1, EC2 and EC9 of the Core Strategy,

Policy EN3 (Heritage) – This policy states that new development must be designed to preserve, or where possible, enhance the historic environment, character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Policy EN 9 relates to Green Infrastructure and requires new development to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management. This is discussed in detail below.

Policy EN14 relates to Flood Risk and states all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. This scheme has been developed in order to comply with these requirements and is supported by a draft drainage strategy and Flood Risk Assessment.

Policy EN 15 relates to Biodiversity and Geological Conservation. The policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. The applicant has undertaken Ecological Appraisal of the site which is set out within the Environmental Statement accompanying the application. The site is not considered to have significant ecological value but measures to enhance biodiversity through landscaping and best practice construction methods are considered to enhance opportunities for biodiversity on site and the wider Campus.

Policy EN 16 relates to Air Quality and confirms that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. Developers will be

expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

The applicant has provided an Air Quality assessment of the air quality impact of the proposed development within the submitted ES. The assessment considers the effects of construction and traffic generation and concludes that the construction and operational phase of the proposed development are expected to have an overall non-significant impact on the surrounding area following the application of the mitigation measures set out in the assessment.

Policy EN18 – Contaminated Land: The policy outlines that the Council gives priority for the remediation of contaminated land to strategic locations. Proposals for development of contaminated land must be accompanied by a health risk assessment.

The application is accompanied by a ground conditions report that has been assessed by Environmental Health and it is recommended that a suitably worded condition be attached to any approval.

Policy T 2 relates to Accessible areas of opportunity and need and that the Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections; Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. The development would be situated within an area that has been identified as being suitable for commercial development and is well located to public transport to enhance access to the site by sustainable transport modes.

Policy DM1 of the Core Strategy states:

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.

- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques for new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards.

As set out within the issues section of this report below, the application proposals are considered to accord with policy DM1 of the Core Strategy.

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

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines.

The indicative site layout is considered to have been designed to reflect the sites context and relationships with the surrounding area provide strong built form and therefore accords with the general principles of the Guide to Development SPD.

#### Saved Policies of the Unitary Development Plan for the City of Manchester (1995)

Policy DB12 identifies the Siemens site on Princess Road for further business development. In considering proposals for the expansion and/or redevelopment of existing major employment sites in the area, the Council will have regard to the need to minimise detrimental impact upon environmental quality, the character of the area, residential amenity and traffic movements.

The proposals would increase commercial activity on the Siemens site, the proposals provide opportunities to enhance the environmental quality and character of the area through appropriate design of buildings and provision of high quality landscaping. The increase in vehicular traffic are not considered to be significant to give rise to unacceptable impacts on highway and pedestrian safety and since the allocation of the site in the UDP it has become more accessible by public transport modes

(Metrolink). The proposals are not considered to give rise to unacceptable impacts on residential amenity.

Saved policy DC26, Development and Noise, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments. The proposal has been designed to minimise the impact from noise sources.

For the reasons given within the issues section of this report it is considered that the proposal is consistent with the policies contained within the UDP.

### The National Planning Policy Framework

Paragraph 7 of the NPPF indicates that there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role, supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the communities needs and support its health, social and cultural well-being; and
- an environmental role, contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Paragraph 18 indicates that planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

Paragraph 109 indicates that the planning system should contribute to and enhance the natural and local environment by: preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.

Paragraph 118 advises that when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles: if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

Paragraph 124 of the NPPF indicates that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.'

Paragraph 126 of the Framework stipulates that local planning authorities should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance.

Paragraph 128, requires developers to identify any heritage assets which may be impacted by a proposed development and describe its significance, including any contribution to that significance that may be made by the asset's setting. The level of detail should be proportionate to asset's significance and should allow the planning authority to understand potential impacts to that significance.

Paragraph 129 states Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage assets conservation and any aspect of the proposal.

Paragraph 131 states that in determining planning applications, local planning authorities should take account of:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 133 the Framework states that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

The applicant has submitted what is considered to be a proportionate level of detail in order to allow a full assessment and identification of the impacts of the proposals; the application site is located outside of by adjacent to the Albert Park Conservation Area. The proposals are not considered to give rise to substantial harm or the total loss of significance of designated heritage assets.

The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved. The proposals will create a new state of the art medical facility in a sustainable location and as set out in this report is in accordance with the Core Strategy Development Plan Document and therefore accord with the main principles of the National Planning Policy Framework.

### **Other Material Considerations**

#### The Siemens - Princess Road Campus Development Framework 2014

The provision of additional commercial floorspace to the Princess Road Campus is identified within the Siemens 'Development Framework' as approved by the Executive Committee at its meeting held on the 26<sup>th</sup> November 2014 following public consultation. The Executive Committee resolved that this document be taken into account as a material consideration when determining future planning applications relating to this site

The Development Framework outlines the successful and long association that Siemens has with Manchester including a number of operations located here. This includes their UK industry headquarters on Princess Road which is identified as a strategically important site that marks a gateway to the City from the airport and the south.

The Framework acknowledges that Siemens business on Princess Road employs 930 people and is a major engineering and technology centre.

The Framework sets out a number of key overarching principles for development at the Campus and includes:

- Facilitate the refurbishment of Sir William Siemens House;
- Provide flexibility to allow for the future expansion of Siemens;
- Facilitate the delivery of a Sustainable Technology Hub, including office and research accommodation targeted at complimentary and synergistic occupiers.
- Deliver a market leading private hospital which will drive forward a strategic health partnership between Siemens and Spire Healthcare.

The Framework also indicates a phased delivery approach so as to ensure the Campus' full potential is delivered expediently and efficiently having regard to commercial and market requirements.

The Framework acknowledges the need to balance the amount of car parking with sustainable travel means whilst ensuring that Campus parking does not spill over into adjacent residential streets.



The Framework also acknowledges that in February 1989, the Council granted planning permission for a development totalling 58,140 sq m, including 36,450 sq m of offices and 952 car parking spaces. The permission assumed a phased development resulting in a single-linked building of 5 storeys parallel to Princes Road. This permission was partially implemented and further permission would not be required for the further phases of development provided that it is constructed in accordance with the approved plans.

### Legislative Requirements

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder

### **Issues**

Principle - The proposed development site is located on an allocated employment site within South Manchester, adjacent to a number of key transport routes and nodes. The site for the new office building provides an opportunity to provide high quality development to support the existing employment uses on the wider site.

The principle of commercial development at the site has been established by the local policy allocation for employment use and the Development Framework, which proposes new commercial buildings on the site. The development would also assist Manchester's requirement for office accommodation in an appropriate locations to allow for the continued growth of the City's economy.

The application proposals are to capture a range of potential occupiers within the unit including B1 office use and D1 clinical uses. These uses are considered appropriate within the context of the existing commercial location of the site, and the new Spire hospital which developed to the south of the site.

It is therefore considered that the principle of development is appropriate for this location and accords with the Core Strategy, saved UDP polices, NPPF and the Development Framework principles established for the site.

Car Parking – The applicant has undertaken a Transport Assessment of the proposals and a parking accumulation study to underpin the level of car parking to be

provided on site. Highway Services are satisfied with the information provided and do not object to the level of car parking proposed for D3 unit.

It is acknowledged that car parking in the wider area is a concern for residents and local ward members. It is in the context of seeking to provide adequate car parking on the Siemens Campus whilst also ensuring that surface car parking does not become over dominant visually that the current proposals have been developed.

Future phases of the masterplan envisage the provision of an on-site multi storey car park to replace a majority of the surface car parking spaces in the longer term. For this application the proposals are supported by a framework travel plan, enhanced pedestrian route through the site, cycle spaces (20no.), this together with the sites location close to public transport networks is considered to be the appropriate balance and provides employers and employees a range of access modes. A condition of any approval is proposed relating to the development of a travel plan for the building.

Cycle Parking – The proposals incorporate an increased number of cycle spaces from that originally submitted (10 to 20no.). This level of cycle parking is double the minimum level of provision set out within the Core Strategy for office development and is considered to be an appropriate response to enhancing opportunities for travel to and from this site by bicycle. A condition is proposed to ensure these spaces are delivered prior to the first occupation of the building.

Highways – Following the provision of further information by the applicant Highway Services are satisfied that this phase of development would not give rise to unacceptable impacts on the highway network.

It is acknowledged as reflected in the submitted Environmental Statement that works to the highway beyond those specific to this application would be required for the proposed future phases of development and that these would need to be addressed through subsequent planning applications.

In addition Highway Services have indicated that the developer should contribute towards upgrading the bus stops on Princess Road in accordance with TfGMs bus stop design guidelines and that it would be beneficial to the local community of funding was sought from the applicant. In considering requests for section 106 contributions the tests set out in the Community Infrastructure Levy Regulations 2010 must be met. It is not considered that such a request for a contribution towards upgrading bus facilities is necessary in this instance to make the development acceptable in planning terms and would therefore not meet the tests set out within the CIL Regulations.

An appropriately worded condition is proposed to ensure the delivery of highway works through a section 278 agreement.

Air Quality - The applicant has provided an Air Quality assessment as part of the application submission within the Environmental Statement which has considered the construction and operational phases of development. This assessment has been assessed by Environmental Health who have confirmed that there is a need for

mitigation measures through the construction phase of development to reduce and manage emissions and these should be secured through a planning condition relating to the construction management plan. There is identified negligible impacts from the proposed development which are considered not to be significant within the Environmental Statement. In addition measures are proposed through appropriate conditions to reduce the reliance of access to the site by car and therefore vehicle emissions through the development of a travel plan and securing the proposed cycle parking facilities for the development.

Wind Assessment – The Environmental Statement has included a Wind Assessment of the masterplan proposals. In respect of this application the wind conditions at the site are expected to be safe for pedestrian use throughout the year. It is also expected to be safe during the construction phase. Mitigation is required in respect of this application as the northern and southern entrances of Block D3 are close to expected windy areas. The proposed mitigation measures for these entrances are:

- Northern entrance – recessing into the building. The depth of the recessing area should be approximately equal to the width of the door.
- Southern entrance/fire exit door – perpendicular hedging next to the fire exit door as proposed

A condition is proposed that the details of these mitigation measures is provided prior to the commencement of above ground works being undertaken.

Waste Management - The applicant has provided a framework waste management strategy for the development which has been designed in line with the Council's "Waste storage and collection guidance for new developments" and incorporates provision of recycling from the outset. The proposals also identifies the external area for bin storage to serve the development. The bin store areas are to be managed and be covered by CCTV and have access controls to avoid the abuse of these facilities. Site Management staff would (or the waste operator) transfer wheeled bins from the bin store to the collection point.

Environmental Health are in general agreement with the submitted framework strategy, however, it is acknowledged that until the final occupier is known a more detailed and specific waste management strategy would be required, an appropriately worded condition is therefore proposed.

Safety and Security - The applicant has submitted a Crime Impact Statement alongside the application and has discussed the proposals with GMP Design for Security who raise no objections. GMP acknowledge that the building is well located between the Spire hospital and Sir William Siemens House, in an area to be developed for uses complementary to the existing and emerging uses. The public entrance is well located and a large reception area is proposed from which patients/clients/customers can be escorted to the appropriate area of the building.

If the application were to be approved it is proposed to attach a condition to any approval that the building achieves Secure by Design accreditation.

Green Infrastructure – The application is supported by an Ecological and Nature Conservation chapter within the Environmental Statement. This chapter is supported

by an Ecological Appraisal, Arboricultural Impact Assessment and desk study of the site and habitats within its Ecological Zone of Influence. A bat emergence survey was also undertaken where necessary. The existing habitats on site were identified as being of limited ecological value.

The proposals would result in the loss of approximately 11 trees and a group of trees to the northern portion of the site. The group of trees to be removed is identified as having group value within the Tree Survey undertaken to support the application. None of the trees to be removed are category A trees and none are identified as being worthy of Tree Preservation Orders. The Council's arborist has not objected to the loss of these trees subject to the proposed replacements being implemented and that all works are undertaken to British Standards.

The application is supported by a site wide Masterplan that indicates the intentions with regards to the landscaping strategy to be brought forward through this and future phases of development. The site wide approach is:

- The provision of open space within the masterplan has been part of an overall site-wide landscape strategy that is based on the existing landscape character and the future vision for the site.
- Green spaces, buffer spaces and interfaces, high quality shared spaces and community areas have all been incorporated into the masterplan, merging together the diverse uses of the site.
- The various spaces defined by their character and use can be categorised within the space hierarchy outlined in the opposite diagram.
- A new publicly accessible permeable route through the site. The route would be lit, legible and managed to ensure it is safe and secure to use.
- They include:
  - o Parkland landscape setting
  - o Formal Plaza
  - o Central park
  - o Buffer green boundary
  - o Boundary Planting
  - o Private gardens

The current application proposals also includes tree planting with 27 no. trees planted including to the northern boundary to the front of Sir William Siemens House and to the boundary with the Spire Hospital to the south. In addition and as stated above the application has an overlap with the phase 2 residential application reported elsewhere on the Committee agenda. This area of overlap is a shared buffer green boundary between the residential and commercial developments and also incorporates surface car parking.

The incorporation of a planted buffer zone between the commercial and residential sites, and green corridors within the commercial car parking areas not only serve to screen and integrate the new landscape, but also provide opportunities to enhance the overall biodiversity and ecology of the site. A further 78 no. trees are to be planted within this area which are considered to contribute towards the mitigation for the loss of trees as part of phase 1 and phase 2 of development.

The approach to the landscaping for this phase is considered to be acceptable and has been designed to fit within the overall landscape strategy for the Masterplan area. Whilst trees are to be lost as part of the development, new structured tree planting that fits within the overall strategy for the site is considered to be acceptable and would mitigate the loss of trees on site as a result of this phase of development.

Site Layout – The application proposals have been informed by an illustrative masterplan for the development of the Siemens Campus. Unit D3 is the first commercial unit to come forward as part of the masterplan.

The application proposals have been sited to ensure that replacement surface parking is provided and to aid the future delivery of further phases of development. It is considered that the building is sited and designed to reflect its visually prominent location on the Princess Road frontage.

The applicant has developed a site wide Design and Access Statement as well as one specific to the application subject of this report. These statements set out the considerations undertaken in forming the masterplan based on an analysis of the site, its context and the movements of people and vehicles. The arrangement and siting of the application proposals is considered to be acceptable given the wider masterplan context.

Design – The proposed Commercial building incorporates a glazed façade treatment that is articulated with external fins at first and second floors. Due to the location and setting of the building all four elevations would be visible and therefore the design and treatment of the building reflects this. The glazing incorporates a variety of glazing, solid and translucent areas to reflect the requirement for privacy associated with potential healthcare occupiers of the building. The arrangement of glazing may be subject to reorganisation dependent on future occupiers as an office user would not require the same level of privacy through the glazing arrangement and a suitably worded condition is proposed to deal with this.

The north elevation of Unit D3 is the proposed public entrance which would be connected to the new public square to be delivered as part of the overall masterplan for the site. The east elevation faces onto the site identified for future phase of development as multi storey car park. The south elevation has service access, dedicated surface car-parking, and fronts the new 4-storey Spire Healthcare building.

It is considered that the design of the building would be a high quality addition to the Siemens Campus reflecting the architectural quality of the existing Sir Williams House and the more recent Spire Hospital building.

Accessibility – The building incorporates level access thresholds and power assisted main entrance door. In addition a lift and circulation stair is provided internally to allow access to each internal level. Given the potential healthcare use of the building circulation routes have been designed to have wide corridors and allow access by patients on trolleys. All floors will be level with no steps or slopes and will be designed to provide ease of use by all.

It is considered that the proposals have been designed to allow access and use for all.

Residential Amenity – The building is located within the Campus site and away from existing residential properties being separated by existing buildings on site. The proposals are not considered to give rise to a significant increase in traffic movements from the site that would give rise to impacts on the residential amenity of existing residential properties on Nell Lane and Barlow Moor Road. Conditions have been recommended by Environmental Health to ensure that any external plant equipment does not give rise to unacceptable noise levels that may impact on residential amenity and the occupiers of neighbouring buildings. In addition the proposals incorporate a buffer area between the surface car parking and the adjoining proposals for the Phase 2 residential development. This buffer along with the proposed 2.1 metre high acoustic timber fence are considered to provide suitable mitigation against any noise or disturbance that may be caused by these car parking areas.

Sustainability – The applicant has provided an Energy Statement and Environmental Standards statement alongside the application. This confirms that the design of the building would achieve a BREEAM rating of Very Good. The Energy Statement submitted in support of the application identifies the energy strategy proposed for the development, which seeks to achieve the energy and emissions targets set out within the adopted policies within the Core Strategy.

Energy use for the development would be minimised via design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and passive servicing methods before the application of energy reducing and low carbon technologies.

Renewable energy will be provided by low carbon Air Source Heat-Pumps in the case of a commercial office, or potentially via a small CHP for a healthcare facility. Whilst the operator of the building has not yet been established, the Energy Statement confirms that the strategy will be developed in accordance with MCC policy EN6 and would aim to achieve an approximate reduction of 19% in CO2 emissions of Part L of the Building Regulations.

The proposals are considered to be acceptable in terms of sustainability and suitably worded conditions are proposed to secure the building performance set out within the application documents.

Heritage - Consideration of the impact on the above-ground historic environment is set out in the Heritage Assessment prepared by AHP submitted alongside the application.

The Heritage Statement concludes that the development is likely to have a neutral impact on most of the identified heritage assets, and would have a low impact on the setting of the Southern Cemetery. Historic England have indicated that the proposals are of type that does not require them to be notified.

The scheme has been assessed against the National Planning Policy Framework and any harm from the proposals is less than substantial to designated heritage assets in the vicinity of the application site.

Construction works - It is anticipated that as a result of construction works there would be some temporary short term impacts such as dust and noise. In order to minimise these impacts it is considered appropriate that a condition be attached to any approval for the submission of a construction management plan that sets out measures such as wheel wash facilities for construction vehicles, hours of working and routing of construction traffic and as recommended within the Environmental Statement a Dust Management Plan.

Local Labour – The applicant has confirmed that they are willing to work with the Council to ensure that access to construction jobs is available for local people. An appropriately worded condition is proposed to be attached to any approval.

Conclusion - The proposed development would provide modern contemporary design buildings at the Siemens Campus and forms an important phase of part of a wider development of the Siemens Campus. As such the proposals are considered to accord with local and national planning policies as well as the principles set out in the recently approved Development Framework for the Siemens Campus.

**Human Rights Act 1998 considerations** – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

**Recommendation      APPROVE**

### **Article 35 Declaration**

The application has been determined in a positive and pro-active manner. Any issues that have arisen through the course of the application including further clarification on matters relating to highways have been discussed with the applicant. In this instance appropriate conditions are proposed to be attached to any approval.

### **Conditions**

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Ground Floor Plan 5485- 20-250 Rev B  
First Floor Plan 5485- 20-251 Rev B  
Second Floor Plan 5485- 20-252 Rev C  
Plant Level 5485- 20-253 Rev B  
Roof Level 5485- 20-254 Rev B  
East and West Elevations 5485- 20-221 Rev D  
North and South Elevations 5485- 20-222 Rev D  
Building Sections 5485- 20-243 Rev B

Illustrative Development Long Sections PL1414-P-106 00  
Hardworks plan PL1414-P-014 00  
Softworks plan PL1414-P-015 00  
Eastern boundary between car parking and residential PL1414-P-018  
Parking Management Concept PL1414-P-020  
BREEAM 2014 New Construction: Offices Pre-assessment dated 22.08.2016 prepared by SAL;  
BREEAM 2014 New Construction: Healthcare Pre-assessment dated 22.08.2016 prepared by SAL;  
Employment Travel Plan reference VN50552 dated September 2016 prepared by Vectos  
Princess Road, West Didsbury Masterplan Design and Access Statement October 2016 prepared by Planit IE  
Commercial Development Design and Access Statement prepared by Sheppard Robson  
Ground Investigation Report reference 41787 (February 2016) prepared by Ian Farmer Associates  
Siemens Site Plot D3 Environmental Standards Statement, incorporating BREEAM Pre- Assessment prepared by SAL 02.09.2016 Rev A;  
Ventilation Strategy prepared by DSSR;  
Heritage Statement prepared by Architectural History Practice Ltd August 2016;  
Flood Risk Assessment prepared by JBA consulting October 2016  
Masterplan Phase 1 Drainage scheme drawing reference 501 rev P2 prepared by Booth King  
Preliminary Energy Statement Siemens D3 prepared by DSSR;  
Operational Waste Management Strategy prepared by Vectos;  
TV Reception Survey prepared by Pager Power;  
Topographical Survey prepared by Total Surveys Limited drawing reference BE/TS/348771/1 Sheets 1 to 1 2inc.;;  
Crime Impact Statement prepared by GMP Design for Security ref 2014/0775/CIS/02  
Environmental Noise report reference 6355803/01/v04 prepared by Bureau Veritas  
Townscape and Visual Impact Assessment prepared by Planit-ie;  
Environmental Statement Volume 1, 2 and Non-Technical summary



All received by the local planning authority on the 18<sup>th</sup> November 2016

General Arrangement Landscape Proposals PL1414-P-013 01 022 received via email on the 15<sup>th</sup> February 2017

D3 Office Building Additional Cycle parking proposal PL1414-P-022 received via email on the 21<sup>st</sup> February 2017

Reason - To ensure that the development is carried out in accordance with the approved plans pursuant to policies SP1 and DM1 of the Core Strategy.

3) Prior to the commencement of the development of building D3 a local labour agreement, relating to the construction phase of the development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter whilst works are in operation.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester

4) Prior to the commencement of any development or phase of development a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the agreed Construction Management Plan and shall include:

- The routing of construction traffic;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles including any haul roads;
- identification of site operative's car parking;
- construction site layout including areas of material storage;
- access arrangements for pedestrians;
- Identify measures to control dust and mud on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Specify the working hours for the site;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete
- Identify advisory routes to and from the site for staff and HGVs;
- A Dust Management Plan to include measures to control the emission of dust and dirt during construction and those matters contained within the Mitigation Measures section of Chapter 7 of the Environmental Statement;
- A community consultation strategy which includes how and when local businesses and residents will be consulted on matters such as out of hours works.

Reason - In the interest of pedestrian and highway safety, and to ensure that the proposed development is not prejudicial or a nuisance to adjacent dwellings pursuant to policy DM1 of the Core Strategy. Details are required prior to works commencing

on site as the impacts of construction works to deliver the development require mitigation.

5) Areas of existing landscaped planting on site shall only be cleared in accordance with the recommendations for site clearance set out within the Environmental Statement Volume 1 paragraphs 9.95 and 9.96. If hedgehogs are discovered on site during vegetation clearance works then a refuge shall be established whilst construction works are taking place in accordance with the recommendations set out within paragraph 9.97 and under the supervision of a suitably qualified person. Written confirmation of all measures undertaken shall be provided to the City Council as local planning authority after vegetation clearance works have taken place on site. Reason – In the interests of protecting wildlife that may be present on the site pursuant to policy EN9 of the Core Strategy.

6) No tree felling or pruning works or vegetation clearance should take place during the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent by a suitably qualified person prior to such works being undertaken and that written confirmation that no birds would be harmed and/or that there are appropriate measures in place to protect nesting bird interest on the site has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In order to protect wildlife from works that may impact on their habitats, pursuant to policy EN9 of the Core Strategy.

7) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the approved drawings, documents and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the use or occupation of the phase of development within which the retained tree is located for its permitted use.

- (a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction) .
- (b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
- (c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies SP1 and DM1 of the Core Strategy

8) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

9) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to DM1 and EN18 of the Unitary Development Plan for the City of Manchester.

10) Notwithstanding the approved plans, prior to the commencement of the development (or phase thereof), a scheme for the drainage of surface water from the development in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and details shall be submitted to and approved in writing by the City Council as local planning authority.

The scheme shall include:

- Percolation tests should be undertaken in accordance with Building Research Establishment Digest 365 and in locations and at proposed depths of each proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours should be submitted. Infiltration in made ground should be avoided and care should be taken to avoid propagation of any contamination recorded on site through surface water infiltration;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements);
- An 40% uplift to account for climate change impact should be considered in line with revised climate change allowances published by the Environment Agency in 2016;
- For sites where proposed development would cause unusual pollution risk to surface water (in this case large car park areas with >50 parking spaces), evidence of pollution control measures (preferably through SuDS) is required.
- Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

The development shall then be constructed in accordance with the approved details, within a previously agreed timescale. Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - The application site is located within a critical drainage area and in order to minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

11) Prior to the commencement of construction works on building D3 as identified on the approved drawings, details of the measures to be incorporated into the development to mitigate against the impacts of wind on users of the building as identified within the submitted Environmental Statement shall be submitted to and approved in writing by the City Council as local planning authority. The submitted details shall outline how the mitigation measures directly addresses the identified impacts. The development shall be carried out in accordance with the agreed measures.

Reason – To ensure the creation of a safe and comfortable environment for users of the building pursuant to policy DM1.

12) Notwithstanding the approved drawings prior to the commencement of above ground construction works for the D3 building hereby approved, samples and

specifications of all materials to be used on all external elevations of the development including architectural drawings indicating the arrangement and details of glazing on the building shall be submitted to and approved in writing by the City Council as local planning authority. The approved materials and glazing arrangement shall then be used in the construction of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy for the City of Manchester.

13) Prior to the commencement of above ground construction works for building D3 as identified on the approved drawings a schedule for the submission of hard landscaping material samples for approval by the local planning authority and timescales for the implementation of the approved landscaping scheme as identified on the approved drawings references General Landscape Arrangements PL1414-P-013 01 022; Hardworks plan PL1414-P-014 00; Softworks plan PL1414-P-015 00; PL1414-P-018 'Eastern Boundary treatment' shall be submitted to and agreed in writing by the local planning authority. The approved scheme shall be subsequently implemented in accordance with the agreed timescales, materials and landscaping scheme. If within a period of 5 years from the date of the planting of any tree, hedge or shrub, that tree, hedge or shrub or any tree, hedge or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree, hedge or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

14) Notwithstanding the approved drawings, within 3 months of the commencement of construction works a Biodiversity Enhancement and Management Plan for the site based upon the principles set out within Chapter 9 of the Environmental Statement and Appendix 9.1 'Preliminary Ecological Appraisal (R-2531-01)' shall be submitted and approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason – To secure the biodiversity enhancements for the site pursuant to policy EN9 of the Core Strategy.

15) Notwithstanding the approved drawings, within 3 months of the commencement of construction works a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason – In the interests of public amenity pursuant to policy DM1 of the Core Strategy.

16) Prior to the commencement of any works to construct the amended access to the site (excluding haulage roads required for construction works) as identified on the approved plans, full technical detailed designs and specifications of all required highway works and including: carriageway markings, reinstatement of pavement; Traffic Regulation Orders, kerb realignment, dropped kerbs, tactile paving and any required pedestrian refuge islands shall be submitted and approved in writing by the City Council as local planning authority. The development shall be undertaken in accordance with the agreed details.

Reason - In the interests of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

17) Prior to the installation of any external lighting on the site, full details of the type, height, location and direction of illumination of external lighting shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be subsequently installed in the development.

Reason – In the interests of residential and visual amenity and ensuring adequate illumination of external areas is provided in the interests of safety and security pursuant to policy DM1 of the Core Strategy.

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

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site.

19) Prior to first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

20) The building hereby approved shall not be occupied until details of the implementation, maintenance and management of any sustainable drainage scheme approved under condition 10 of this decision have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

21) The development (or phase thereof) hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

22) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the first occupation of the development hereby approved. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development in order to comply with policy DM1 of the Core strategy.

23) The development (or part phase thereof) hereby approved shall be implemented in accordance with the measures as set out within the Preliminary Energy Statement Siemens D3 prepared by DSSR; and, Siemens Site Plot D3 Environmental Standards Statement, incorporating BREEAM Pre- Assessment prepared by SAL 02.09.2016 Rev A as received by the City Council as local planning authority on 18<sup>th</sup> November 2016. Within 3 months of the completion of the construction of the development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming which measures have been incorporated within the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.'

24) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy DM1 of the Core Strategy.

25) Prior to the first occupation of the building identified as D3 on the approved drawings a scheme of opening hours of the building shall be submitted to and approved. The building shall subsequently be operated in accordance with the agreed hours.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy DM1 of the Core Strategy.

26) This permission hereby approved relates to the building identified as a D3 unit on the approved drawings to be used as either:

- B1 Office use, or
- D1 Non – residential Healthcare use and for no other purpose within the D1 use class

Reason - For the avoidance of doubt as changes to any element of the development may have consequences in terms of national and local policy considerations.

27) The type of cycle parking facilities to be provided as identified on drawing reference PL1414-P-022 received via email by the City Council as local planning authority on the 14<sup>th</sup> February 2017 shall be submitted to and approved in writing within 3 months of the commencement of above ground works on the approved building. The approved details shall be installed prior to the first occupation of the development and shall be retained whilst the use is in operation.

Reason – To ensure that adequate facilities are available for the parking of bicycles on site pursuant to policies T1 and DM1 of the Core Strategy.

### **Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 114283/FO/2016 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

### **The following residents, businesses and other third parties in the area were consulted/notified on the application:**

Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
Corporate Property  
MCC Flood Risk Management



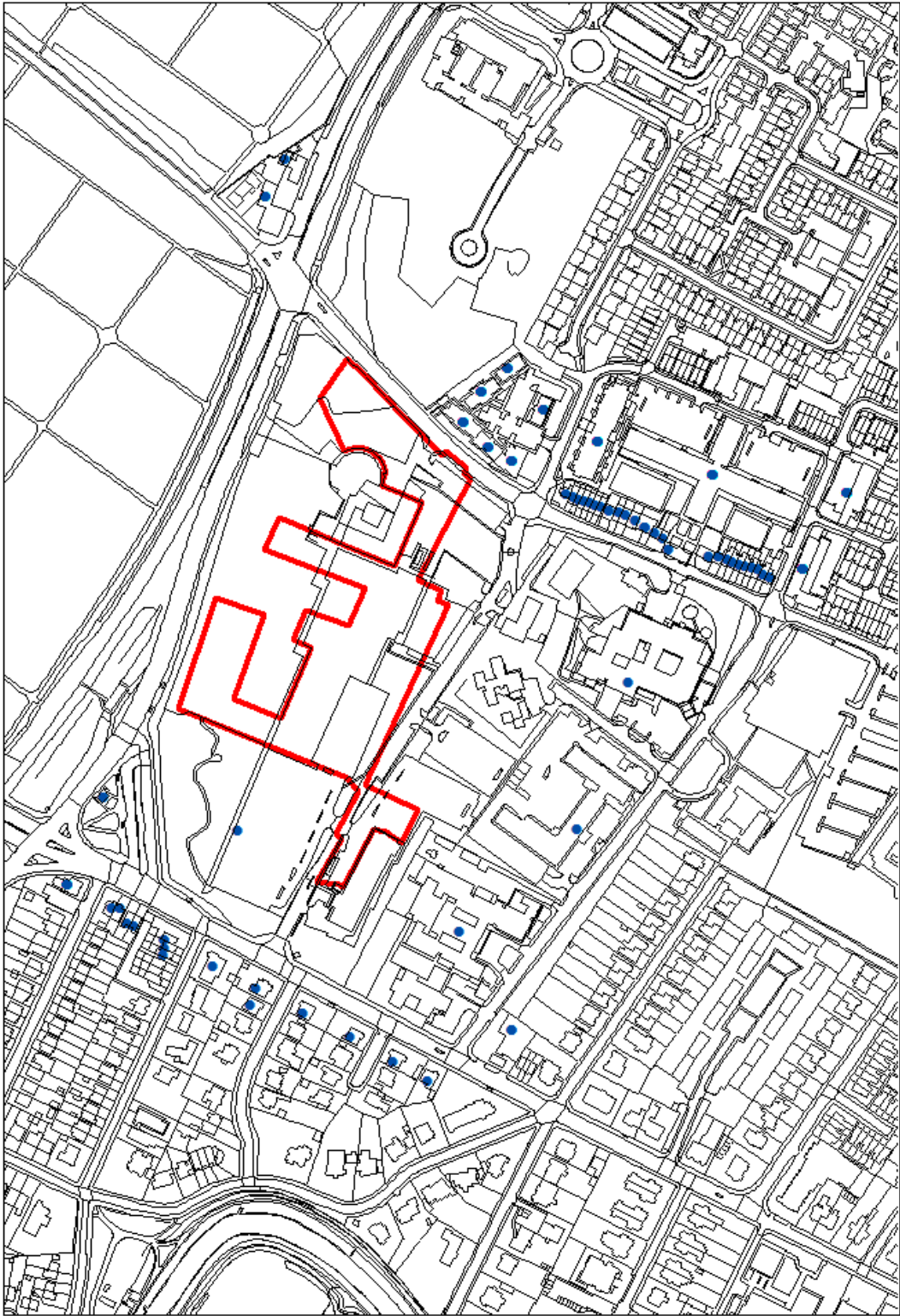
South Neighbourhood Team  
Greater Manchester Police  
United Utilities Water PLC  
Historic England (North West)  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit  
West Didsbury Residents Association  
National Planning Casework Unit



A map showing the neighbours notified of the application is attached at the end of the report.

**Representations were received from the following third parties:**

165 Barlow Moor Road Didsbury M20 2ZA

**Relevant Contact Officer :** Robert Griffin  
**Telephone number :** 0161 234 4527  
**Email :** r.griffin@manchester.gov.uk

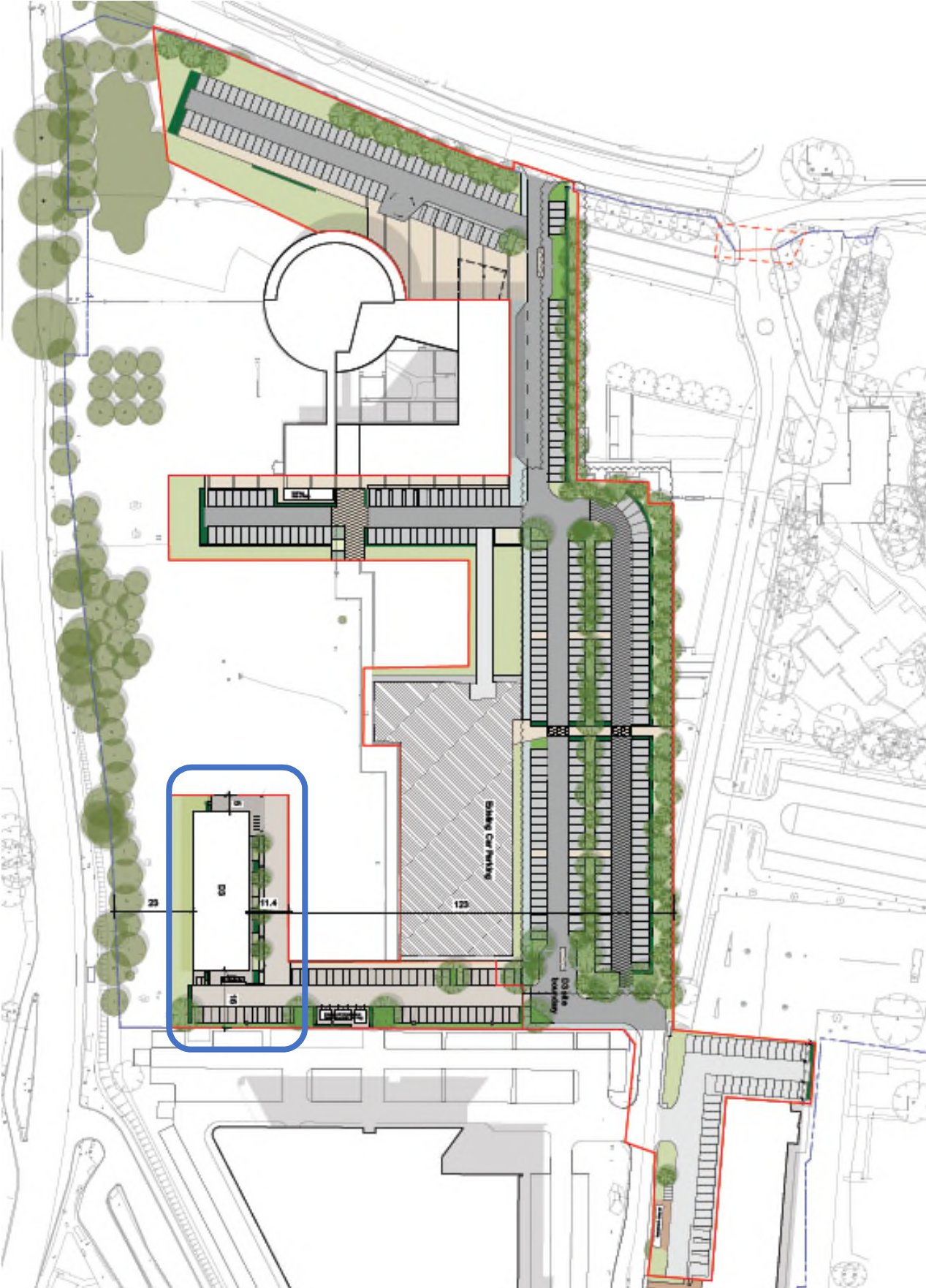


 Application site boundary  Neighbour notification  
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The illustrative Masterplan for the phases of development at Siemens Campus





**Proposed site layout plan (building D3 is outlined blue)**