

Application Number	Date of Appln	Committee Date	Ward
135309/FO/2022	28th Oct 2022	16 th Feb 2023	Didsbury West Ward

Proposal Erection of a six storey commercial office building (Use Class E(c)(i,ii,iii), Use Class E (g)(i,ii)), with ancillary cafe on ground floor (Use Class E(b)) and roof mounted Solar PV array ; together with the Erection of three storey decked car park (Sui Generis) together with landscaping, highway works, and other associated works

Location Didsbury Technology Park - Phase 3 , Princess Road, Manchester, M20 2UR

Applicant Bruntwood (Didsbury TP) Ltd

Agent Mr Ed Britton, Deloitte LLP

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 including the Spire Hospital development to the south of the site, residential development to the east, and an early phase of commercial development centrally located within the site.

These recent developments follow the endorsement by the City Council, of a Strategic Development Framework for the site in November 2014 which set 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.

An illustrative masterplan was prepared, based upon the development frameworks principles which identified 5 potential standalone phases of development across the site. The delivery of the residential development off Nell Lane and the commercial building to the south of the current application site formed the first two phases of development and are now completed. The later phases 3,4, and 5 were to comprise a multi-storey car park, and two further phases of commercial development. The current application proposals are the combined phases 3 (car park) and 4 (commercial office space) envisaged within the development framework for the site.



Application site is edged red

- 1. Denotes Siemens HQ**
- 2. Residential development (Phase 1)**
- 3. Spire Hospital**
- 4. Commercial development (Phase 2)**

Executive Summary

The application proposals form the next phase of development at the Siemens Campus strategic employment site. Previous phases have now been delivered to provide residential homes and commercial space.

The current application seeks planning permission for the erection of a six storey commercial office building with ancillary cafe on ground floor; together with the erection of a three storey decked car park (Sui Generis) landscaping, highway works, and other associated works. The site comprises grassland and surface car parking associated with the commercial uses on the Campus.

In response to the notification process 4 responses were received from nearby residents raising concerns around: the scale of the proposed development, loss of daylight, noise, the principle of further commercial development, traffic generation, and, the sustainability of the project.

Amongst other matters that are set out within the main body of the report it is considered that the principle of further commercial development and associated car parking facilities in this part of South Manchester does accord with the adopted planning policies and planning policy framework. Other matters raised by objectors are also fully addressed.

Description of area

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 and extends to approximately nine hectares and is comprised of a mixture of buildings from residential, commercial and healthcare uses.

The site subject of these application proposals is located within the central portion of the wider masterplan site to south of the existing Sir William Siemens House and to the immediate north of the recently completed 1st phase commercial office development and the Spire hospital, the site is allocated by saved policy DB12 of the Manchester City Council Unitary Development Plan for business development. The application site extends to approximately 1.67 hectares and currently comprises a surface level car park for c.189 car parking spaces to the east. A managed lawn area forms part of the northern end of the site. The site can be accessed via Nell Lane on foot to the north, or from the south via the existing vehicular access with Barlow Moor Road.

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). The site is located within the Didsbury West ward and also lies adjacent to the Chorlton Park ward to the west. Beyond Princess Road (A5103) to the west lies the Southern Cemetery and the Christie Fields commercial development on the junction of Princess Street and Barlow Moor Road. 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). To the south and east of the site, across Barlow Moor Road, and across Elizabeth Slinger Road the area is predominantly within residential use.



Illustrative masterplan from 2016

Description of proposals

The application proposals consist of three elements which include: a six storey commercial office building to be located to the north of the completed office building and to the south of Sir William Siemens House; a three storey decked car park would be located to the southern portion of the application site to the east of the existing commercial building and to the north of the Spire Hospital building; the third element of the proposals are the creation of a soft and hard landscaped setting to the proposed and existing buildings.



General layout of the Campus showing existing buildings and those proposed - marked as EvO and Car Park in purple

Office building - The proposed office building is six storeys with an overall height of 26.75 metres. This would be taller than Sir William Siemens House and the recently completed apartment block within the residential phase on the campus located on the Nell Lane frontage which are both at 5 storeys in height. The office building would provide 10,409 sq.m of floor space which would allow for a range of occupiers including financial and professional services and research and development. The building would also contain an ancillary space at ground floor for a café together with associated facilities for occupiers including gym space, and changing facilities.

The applicant has submitted a range of supporting documents to accompany the application which indicate that the proposed building has been designed to be one of the lowest carbon buildings in the UK and would be one of the largest timber framed office buildings, which is identified as an essential component of achieving net zero carbon development. The external cladding of the building has been designed to create a balance between maximising shading whilst also maximising daylighting and views out through the use of deep reveals and angled façades to articulate the elevations whilst also providing solar shading and reduce cooling requirements and energy use.

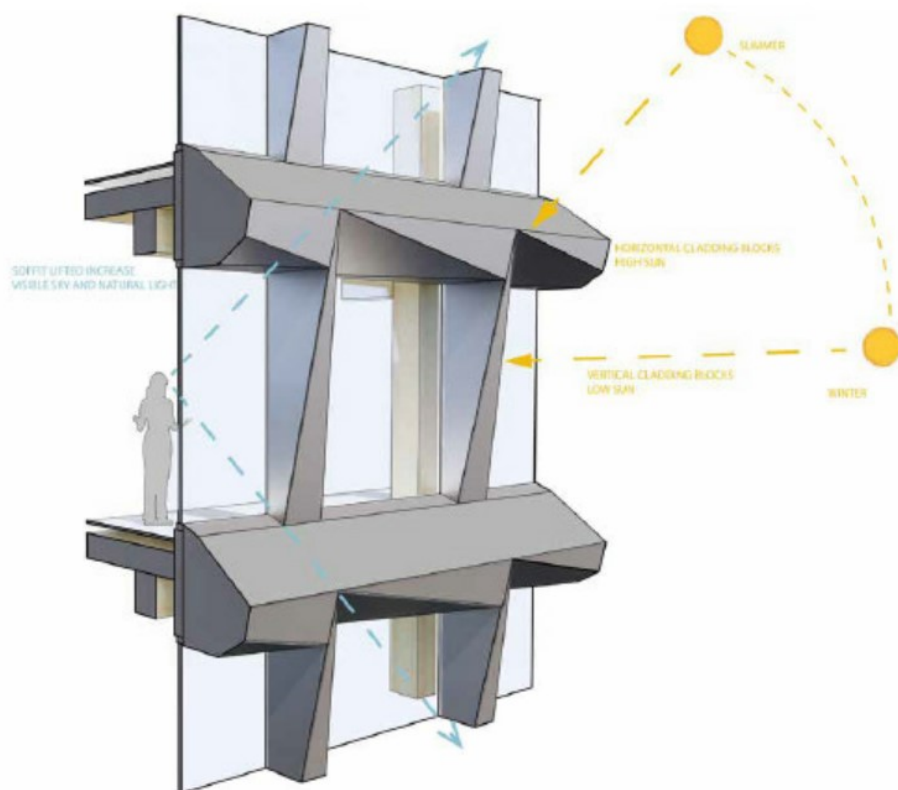


Diagram showing part of the applicant's façade study to demonstrate the design intent of the external treatment of the building

As well as improving the buildings internal performance the applicant has also indicated that the choice of external materials has required to balance the needs of a lightweight material given the timber structure of the building but to also ensure its durability, that it is non-combustible and that it is a low embodied carbon solution. The choice of aluminium as a facade material is indicated as achieving these requirements, it is easily recycled, light weight and low maintenance.

The development would follow the UK Green Building Council's (UKGBC) net zero carbon framework and aims to achieve net zero in construction and operation. The developers are aiming to generate 94% of the building's energy requirements on site once operational, with the remaining energy requirements to be fulfilled by the applicant's owned wind farm.



CGI of the proposed office building

Car park - The proposed car park deck is three storeys with a height of 10.5 metres and has been designed to have an external façade to prevent views and car light spilling out but also allowing the natural ventilation and reduce energy use.

The car park would provide car and cycle parking spaces to serve the existing and future occupiers. Existing surface level car parking spaces would be reconfigured to enable the proposed development with provision of 446 no. standard car spaces, 19 accessible spaces and of these 59 would be EVC enabled spaces (465 in total). Within the car park deck there would be 100 secure cycle parking spaces with an additional 10 visitor cycle parking spaces located within the public realm

Access to the site is via the internal road network off Barlow Moor Road. There is a one-way route within the site with separate entrance and exit points which are barrier controlled. Within the car park there would be ramps positioned adjacent the west elevation that provide access to the upper levels. The car park is exited on the east elevation which would bring vehicles back onto the one-way route to leave the site via the main exit barrier. The main stair core is adjacent the north elevation and provides an entrance/exit from the car park for pedestrians into the landscaped area opposite the proposed office building.

The roof of the car park has been designed to incorporate a photovoltaic array which would be accommodated on a series of dual pitched roofs which face east and west

at an angle which provides maximum PV generation and limits the need for addition framing to support the equipment.



CGIs of the proposed decked car park

Landscaping - Alongside the office building and decked car park the proposals also include for enhancements to the external environment that improve pedestrian and cycle connections, as well as create valuable outdoor space. The soft landscape would be arranged to establish a habitat corridor and create green features to support biodiversity and amenity. Planting will be layered so that low level shrubs and perennials would be complemented by a higher-level tree canopy that would mature over time.

A main principle of the masterplan design is to improve safe permeability through the site for pedestrians and cyclists. A series of clearly defined and accessible areas are therefore proposed to ensure the site promotes active travel and connects to the the surrounding area.

The area to the north west of the site which forms a future plot for the last phase of commercial development would be reserved as temporary surface level car parking until it comes forward in the next phase of development at the site.

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.

107473/FO/2014/S1 - Erection of a four storey building to form a new private hospital with associated car parking and landscaping. Approved February 2015

117303/FO/2017 - Erection of a 5 storey building to form 50 no. residential apartments (Use Class C3) and 45 residential dwellinghouses (Use Class C3) together with associated access, parking, landscaping and other associated works. Approved 1st February 2018

114283/FO/2016 - Erection of three storey commercial building (for a flexible B1 office or D1 non-residential healthcare use) together with associated car parking, landscaping, highway works, associated works and the reconfiguration of existing car parking. Approved 31st March 2017

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 require that any Proposed Development falling within the description of a 'Schedule 2 development', will be subject to an EIA where such development is likely to have 'significant' effects on the environment by virtue of such factors as its nature, size or location (EIA Regulation Schedule 3).

The Proposed Development is considered to fall under the category of 'urban development projects' (EIA Regulations Schedule 2, 10, (b)).

The submitted ES confirms that overall, the development is not anticipated to give rise to significant impacts.

Consultations

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

The occupiers of adjacent premises and homes have been notified and the application has been advertised in the local press and by way of site notice as an application accompanied by an Environmental Statement and also as a major development. Notification letters were sent to 270 nearby properties, 4 responses objecting to the proposals have been received in response and a summary of these is provided below.

Ward Members – Cllr John Leech has submitted comments to the application proposals.

I have been told by the developer that there is a need for an additional pedestrian crossing on Barlow Moor Rd, near to the entrance. This will require a TRO. Several of the nearby roads have no junction protection. This development will increase on street parking, and these junctions ought to be protected. (In my opinion this should be paid for by the developer.) They have already said that they will do whatever is required of them by the Council.

Even if planning and highways do not accept that the developer should pay for this work, this junction protection could be included in the same TRO, and then the only cost to the Council would be painting the yellow lines. Given that I had already been told by Highways that it would be included as part of the TRO, I do not understand why this is now not already agreed.

Currently there is an alternative proposal to waste £6k of Council money to install bollards at these junctions. This is a really stupid waste of money, because

1. Bollards do not stop motorists parking near to corners
2. the cost of yellow lines would be much cheaper.

Residents -

- Modern working practice clearly means less space is needed so the thought of a multi-story new office block seems to be ill conceived
- The development will mean a loss of sunlight to a neighbouring house in the summer evenings.
- 2 years of building work will mean noise and air pollution in the waking hours
- Have had no reassurances about noise from fans or air conditioning in the new building which can be intrusive and distressing to some
- The building seems to be a green washing statement building a new build when there are empty office spaces available is environmentally destructive. I believe Siemens are vacating their own building anyway so why not use that iconic building instead.
- The development will increase car traffic locally of course and the roads are already over congested and will cause long term air pollution which is damaging to health.
- The Erection of Six storey Commercial Office Building is not in keeping with the Didsbury campus with the already imposing Siemens building being only 5 stories, the recently erected Ohm building 3 stories and the Spire hospital 4 stories. A six-story building is not only unnecessary for the area but not in keeping with the existing residential and commercial properties
- The traffic situation on Princess Road/Barlow Moor Road and Nell Lane is already at capacity if not breaking point during the traditional commuting hours through a prolonged lack of investment and planning from Manchester City Council. To add additional traffic and vehicles through the Barlow Moor and Princess Road junction will make the situation impossible. Barlow Moor Road is gridlock heading towards Didsbury Village and the situation on Princess Road is consistently queuing.
- To actively encourage more cars into the campus daily is a health and environmental concern. The demographic of the Green Walk development on Kensal Drive and Broxbourne Close is predominantly young families with pre and school age children who will also be impacted by this.
- The proposed erection of the three decked parking deck is not only completely out of character and not appropriate for the area, but also is a cause for concern with anti-social behaviour and crime. Having previously owned a property close to a parking deck the up and down ramps were used by skateboarders out of hours which caused noise pollution and led to anti-social behaviour.

- It would be more appropriate if the outside of the carpark deck was a living structure filled with plant and greenery for bees and other wildlife to enjoy, rather than the unpleasant cladding design in the proposal.
- The residents of Kensal Drive and Broxbourne Close were sold very expensive properties by PJ Livesey (a partner in the Didsbury Campus development) who at no point explained that a multi-story carpark would be built directly behind million-pound properties.
- To have a 6 storey office block will completely overlook ours and our neighbours properties and mean that we have absolutely no privacy.

Statutory and non-statutory consultees

Manchester City Council Highway Services - The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus and tram.

On-site campus car parking comprises of the following:

- 445 retained spaces for Siemens House
- 68 retained spaces for the OHM building
- 232 new spaces for the proposed Ev0 building (168 in the decked car park and 64 on the surface car park)
- 65 remaining spaces in the decked car park set aside for use of future building within phase 4. In total this equates to 810 spaces across the campus.

20% of the new bays are provisioned with electric vehicle (EV) charging which equates to 59 spaces and which is acceptable. Any new (non-EV bays) should be provided with the necessary infrastructure (ducting) to allow for further future conversion to EV.

As part of a campus-wide strategy and in conjunction with a robust travel plan, it is intended to reduce reliance on private car use at the site. Therefore, the new on-site parking provision is based on 80% of the maximum required in the core strategy, with further targets set within the travel plan to reduce car parking demand to 70% of this maximum. In terms of the overall quantum of on-site parking provided now and for future use, consider this to be acceptable.

100 on-site secure and sheltered cycle parking spaces are to be provided for staff use. There are 80 standard spaces on the ground floor of the multi-level car park together with 10 electric charging bike spaces and 10 Brompton-style lockers. Additional cycle parking is provided within the public realm areas for visitor use. Changing, showering, storage and drying facilities are to be provided within the new building. These arrangements are acceptable to Highways.

Vehicle access to/from the building and proposed car parks will be from Barlow Moor Road where a traffic signal junction is being provided which will also be used for access to the Spire Hospital. The Nell Lane access is being retained for Siemens House use only.

The new signalised access from Barlow Moor Road in addition to providing vehicle access also provides pedestrian crossing and cycle facilities and is acceptable in

principle subject to the detailed design conforming with TfGM adopted design standards. The results for the junction of Princess Road / Barlow Moor Road and Princess Road / Nell Lane show that additional traffic does increase levels of congestion and appropriate mitigation would be required to minimise the impact of this additional traffic. Such mitigation could be to review the operation of SCOOT at the junctions and the provision of an additional CCTV camera to better manage the traffic flows.

It is also required that parking controls (in the form of traffic regulation orders) are provided at the primary vehicle access which can be progressed as part of the S278 agreement for alterations to the highway. Parking controls (TRO's) will also be required at those junctions on Barlow Moor Road (between Princess Road and Burton Road) that do not currently have such measures and are part of the public highway. This should include Rowsley Avenue, Moorfield Road and Barlow Moor Court.

Therefore, should the planning application be approved then alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC (and a separate S278 agreement with TfGM for the signal element) which would include any required technical approval.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged.

The internal road network is being reconfigured to provide separate traffic streams for the Siemens car parks and for the OHM and Ev0 buildings as well as improving pedestrian and cycle connectivity to the campus from both Nell Lane and Barlow Moor Road. This provision is acceptable to Highways as are the pedestrian access arrangements.

An acceptable Framework Travel Plan has been submitted, and as part of any planning approval we require that the provision of a Full Travel Plan is conditioned.

With regard to waste management a new store is now proposed to the south of OHM and which is accessible to collection vehicles. This arrangement is acceptable from a highway perspective.

It has been confirmed that passive EV provision is proposed to all remaining non-EV spaces which is acceptable to us. The applicant will accept a condition providing mitigation in relation to the signalised junctions at Princess Road/Nell Lane and Princess Road/Barlow Moor Road to be fairly and reasonably related in scale and kind to the development and which could take the form of SCOOT review/provision of CCTV.

The requirement for parking controls at the site access and at junctions along Barlow Moor Road (for junction protection) will be reviewed as part of the S278 process,

with any requirements to be agreed between the applicant and the local highway authority.

It has been confirmed that 5% accessible bay provision is made for the office buildings which is acceptable to Highways. The 19m long loading bay is considered acceptable for servicing purposes.

It is recommended that planning conditions covering the following matters be attached to any approval: Off-Site Highway works; Full Travel Plan; Servicing Strategy; and, Construction Management Plan.

MCC Environmental Health – Raise no objections to the application proposals but recommend conditions are attached to any approval relating to: fumes and odours; construction management plan; operating hours of the office; delivery and servicing hours; external lighting scheme; acoustic insulation scheme for the gym; external plant and equipment acoustic treatment; waste management strategy; and contaminated land.

MCC Flood Risk Management Team – Note that the applicant has used dated climate change allowances within their submitted flood risk assessment. It is recommended that a condition be attached to any approval for the submission and agreement of the final surface water drainage scheme including corrected climate change allowances together with a condition relating to the maintenance and management of the sustainable drainage scheme.

United Utilities – Have raised some concerns regarding the location of the proposed development in respect of their water assets. They strongly recommend this matter is resolved prior to the scheme being determined and if it is not resolved then they must object. However, if the Council deem the application to be suitable UU request that a condition be attached to any approval in order to afford appropriate protective measures for this asset.

In addition to this matter UU also recommend conditions be attached to any approval relating to: details of a sustainable surface water drainage scheme and a foul water drainage scheme; maintenance and management of any approved sustainable surface water drainage scheme approved.

The applicant has provided a response to the concerns raised by UU including a plan indicating the position of the building and water assets. They have also confirmed acceptance of the proposed conditions as recommended by UU.

Greater Manchester Ecology Unit - No comments to make on the application with regards to ecology.

Greater Manchester Archaeological Advisory Service - Having reviewed our records, including the Greater Manchester Historic Environment Record, GMAAS are satisfied that delivery of the development proposals would not have any archaeological implications.

Greater Manchester Police - Recommend that if the Council is minded to approve the application, then a condition for the development to incorporate the physical security recommendations in the submitted Crime Impact Statement and Secured by Design accreditation of the development.

Manchester Airport Aerodrome Safeguarding Officer – There are no objections to the proposals, conditions are recommended regarding the preparation of a bird hazard management plan and that lighting at the site is capped at the horizontal.

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 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).

The application proposals 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 site 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 EN1 Design Principles and Strategic Character Areas – The southern character area in which the site is located is indicated as appropriate for development along the radial routes that are commensurate in scale with the prominence of its location.

EN2 Tall Buildings – Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline. The proposed building at 6 storeys in height is taller than other commercial and residential properties to its north and north east which are 5 storeys in height. Matters around the scale, design and visual amenity are considered in more detail in the issues section of this report.

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.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies.

Policy EN 8 Adaptation to Climate Change

The proposed development takes an enhanced building fabric led approach to minimising energy demand by minimising heat loss from the building envelope and building systems. The proposals incorporate on-site renewable energy production in the form of a photovoltaic array and would incorporate a sustainable drainage system. Matters relating to sustainability of the development are discussed in more detail within the issues section of this report.

Policy EN9 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 more detail within the issues section of this report.

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 documents 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 EN16 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. The applicant has provided an Air Quality assessment of the air quality impact of the proposed development within the submitted Environmental Statement. 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.

Policy EN17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

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 and preliminary risk assessment that has been assessed by Environmental Health and it is recommended that a suitably worded condition be attached to any approval.

Policy EN19 Waste – The proposals incorporate waste storage facilities and details have been provided to confirm access to the site by refuse vehicles.

Policy T1 Sustainable Transport – The development incorporates cycle parking and car parking and is located in close proximity to a range of public transport modes.

Policy T2 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. 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 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 is not considered to be so significant as 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- The NPPF (revised version published July 2021), articulates the Government's drive to ensure new developments are 'beautiful' through the use of Design Codes and the provision of street trees.

At the heart of the 2021 revised NPPF lies the 'presumption' in favour of sustainable development (paragraph 11). The NPPF notes there are three dimensions to sustainable development; economic, social and environmental. These dimensions are considered to be mutually dependent with the NPPF, in its entirety, defining sustainable development.

Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.

Secondly, the social role is required to support communities by creating well-designed, beautiful and safe places, with accessible local services to reflect the needs of the community.

Lastly, the environmental role should protect and enhance the natural, built and historic environment.

The NPPF states that *'the purpose of the planning system is to contribute to the achievement of sustainable development'* (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their needs.

Section 6 (paragraphs 81 to 85) is titled 'Building a strong, competitive economy'. It emphasises the Government's commitment to support economic growth, including that the planning system should help create conditions in which businesses can thrive. Local planning authorities should support existing business sectors, and foster innovation in these sectors to address the challenges of the future including being flexible enough to accommodate new and flexible working practices.

Section 11 (paragraphs 119 to 125) is titled 'Making effective use of land'. It sets out that planning policies and decisions should promote the effective use of land to meet the need for homes and other uses. In particular it states that substantial weight to the use of brownfield land, as well as ensuring developments make efficient use of the land. As part of this it notes that a flexible approach daylight and sunlight in high density areas, so long as acceptable living standards are maintained.

Section 12 (paragraphs 126 to 136) is titled 'Achieving well-designed places'. It states that the planning process is fundamental to creating high-quality buildings and places. Good design is key to sustainable development and contributes to creating better places in which to live and work. It outlines that developments should aim to:

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

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

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 26th 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.

Manchester Green and Blue Infrastructure Strategy 2015 - The Manchester Green and Blue Infrastructure Strategy (MGBIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development.

Climate Change Our Manchester Strategy 2016-25 sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) — This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council has committed to contribute to the delivery of the city's plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20. Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework – This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and recycled as much as possible.

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 proposed 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 and associated car parking provision 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 served by an appropriate level of cycle and car parking. The development would also assist Manchester's requirement for office accommodation in an appropriate location 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, these uses are considered appropriate within the context of the existing commercial location of the site and nearby residential properties. It is therefore considered that the principle of development is appropriate for this location and accords with the Core Strategy, saved UDP policies, NPPF and the Development Framework principles established for the site.

Economic benefit - The principle of commercial development at the site has been established by the local policy allocation for employment use and the Development Framework, which proposes three new commercial buildings on the site. This framework was previously endorsed by Manchester City Council.

The applicant has provided supporting information relating to the anticipated economic benefit that would arise from the proposed development both through its construction and operational phases. The applicant has also indicated their support for a local labour agreement to be in place to support these two phases which would be subject to appropriately worded conditions.

The proposed development would support Manchester's requirement for office accommodation, it is understood that this is against a backdrop of rapidly decreasing availability and limited development under construction. The proposed office building is identified as being expected to accommodate high productivity businesses across a range of sectors including research and development, technology and life sciences which are all key growth sectors for Manchester.

The supporting economic statement estimated that the proposed development would deliver the following benefits.

- 620 Full time equivalent jobs accommodated in the building, once fully occupied.
- The jobs accommodated would generate GVA worth over £41.3m per year.
- 250 full time equivalent job years would be supported over the construction period.

Scale - The development framework sets out that the scale and massing of the new buildings at the site should reflect the sites strategic location and its role as an employment-led mixed use development. It identifies that the development framework is not prescriptive about precise scale and massing of future development on the site, but rather to indicate an appropriate building envelope within which future development proposals will come forward. The development framework sets out that the office / research buildings would be an indicative height of between 2 to 5 storeys in height. The proposed office building would be six stories in height, this is one storey taller than the existing Sir William Siemens House building which is a total of five stories and acts as a landmark building.

The applicant has indicated that the scale and massing of the proposed building is necessary to support the additional viability challenges presented by delivering the target of one of the most highly sustainable buildings in the UK. To support this increase in scale than was envisaged within the 2014 development framework the applicant has undertaken a Townscape and Visual Impact Assessment together with a Heritage assessment, together with the design rationale set out within the accompanying design and access statement.

It is acknowledged that given the sites location alongside Princess Road and with recently developed residential properties to the north and east the proposed development would result in a change of view from these areas. However, the site masterplan always envisaged a form of development within this part of the site of the type and uses proposed. The distances from these properties and intervening

landscaping together with the high quality of design would assist in ensuring the development successfully assimilated into the area.



View across existing surface car parking towards application site centre, Phase 2 Office building to the left and Sir William Siemens House to the right

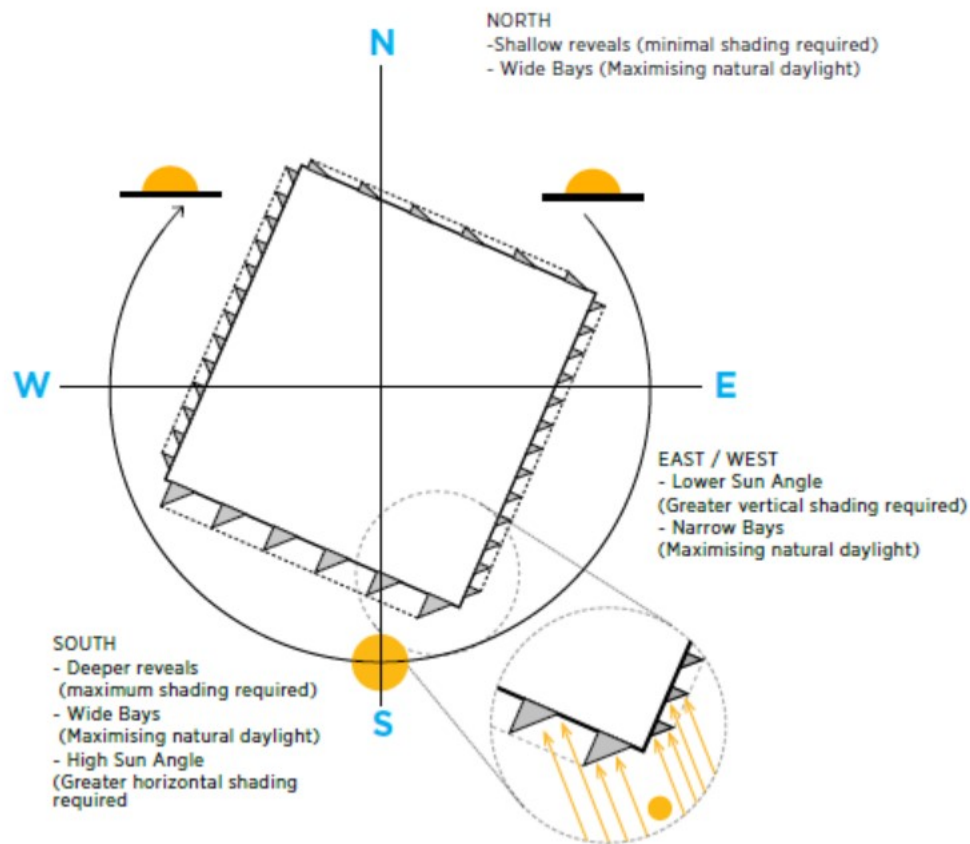
Whilst the scale is one storey taller than that set out in the development framework it is considered that, given the prominent location of the site alongside Princess Road, the high quality of design and sustainability that is being aimed for, the proposed office building is of an acceptable scale and height for the site and its context. The building would be one storey higher than two other buildings on the wider site and as such the proposals are considered to be reflective of the character and general scale of development in the area.

Design - The architectural design of the building has been influenced by the applicant's intention to deliver a highly sustainable and high-quality building that respects the character of the area and important prominent buildings such as Sir William Siemens House.

The proposals would incorporate a high-quality facade treatment where deep reveals and angled façades have been utilised to articulate the elevations whilst also providing solar shading and ultimately reduced cooling requirements and energy use.

As all four elevations of the buildings would be visible, with no 'front and back', the design of the external façade has taken into account the differing solar requirements but retaining the appearance of the building. The applicant's architect has set out within the supporting documents the analysis undertaken of the solar path and the resultant implications for the different façades and have proposed a design in response to these results. The result is that each elevation has a slightly

differing façade treatment in terms of the window reveals and widths of the window bays.



Applicants diagram setting out the variations of the external façade in response to the solar path

The use of a different colour for the facade at ground floor assists in creating a podium for the building that separates the upper office floors into a distinct element whilst the roof top mechanical plant area on the north side would be screened by a continuation of the facade approach with horizontal louvres replacing the glazing around the plant area and providing the necessary visual and acoustic screening for the equipment.



CGI looking west towards the decked car park to the left and office block to the right

The car park deck has been designed to ensure natural ventilation throughout, helping to reduce energy usage. The ground floor is left open for ventilation and visibility through the parking structure whilst the raised roof provides ventilation to the 2nd floor parking.

A facade of flat solid panels provides a visual barrier into the car park and prevents light from car headlights shining out towards the residential properties. However, this approach would prevent ventilation to the first floor, therefore the design uses a similar faceted profile to the cladding on the office building ventilation is provided through the top of the cladding panel and also through the perforated side panel.

The approach to design of the two built elements of the proposals is one that is well considered to the site and its context including the earlier developments that have taken place in the vicinity whilst also targeting a highly sustainable office building.

Landscaping - The provision of open space within the Illustrative Masterplan has been part of an overall site-wide landscape strategy. The application proposals seek to introduce a range of biodiversity enhancements through the proposed landscaping scheme by delivering a larger range of plant species and wildlife habitats than that currently seen on site. The proposals include the planting of a variety of trees, shrubs and perennial species, much of which will be located within shallow rain gardens. An east/west corridor of soft landscaping is proposed to connect with the established vegetation on the boundary with residential properties on Kensal Drive developed as part of the 1st phase of development and the mature belt of trees located alongside Princess Road.

As a result of some re-alignments and re-configuration of the internal road network and existing surface car parking 7 small trees would be required to be removed or

relocated within the site. In mitigation the landscaping scheme includes for a total of 49no. new trees which are to be planted, comprising a range of species that reflect those that are already present on site and the growing conditions presented by the new external works.

Residential Amenity – Concerns have been raised with regards to impacts on privacy, overlooking and residential amenity arising from the proposals.

The proposed office building would be located approximately 105 metres to the south west of the 5 storey apartment building located on the first phase of development of the wider campus site. Views would be at acute angles with the closest corner of the proposed office building not having direct views due to the intervening Sir Williams Siemens House which is located closer to the apartment building. The two and three storey residential dwellings on the adjacent phase of development are located approximately 100m to the east of the proposed office building separated by intervening surface car parking and landscaping. Whilst there would be views between the office and residential properties, the siting of the building and distances from these residential properties is not considered to give rise to impacts in terms of loss of privacy and overlooking that would be unacceptable.



View North across existing surface car parking towards the recently developed apartment block to the right and Sir William Siemens House to the left

The proposed decked car park incorporates a screening design to provide natural ventilation but to also shield car lights, noise and views across surface car parking towards residential properties to the east. It is acknowledged that there would be additional vehicle movements and associated activity related to the proposed development, no objections have been received from the Council's Environmental Health team in respect of this element of the proposed development. The decked car park is approximately 65m from the nearest residential properties to the east and is separated from those residential properties by proposed and existing surface car

parking and boundary landscaping. It is considered that given existing surface car parking, the distance from residential properties and the screen design to the car park that this element would not give rise to unacceptable impacts from either overlooking, loss of privacy or noise associated with the proposed use and layout of the car parking. It is considered necessary that a condition for the management of the car park be attached to any approval to manage this facility in line with the hours of use to be agreed and as discussed below for the office building.



View eastwards across existing surface car parking and the rear of dwellings constructed as part of Phase 1

The proposals would include external plant and equipment that has the potential to generate noise and disturbance to nearby residential properties. The accompanying noise assessment has reviewed these elements of the proposal and during the course of the development of the project and choice of equipment it is considered that the development would give rise to unacceptable impacts to residential properties. In order to ensure the final schemes and equipment are in line with those reported in the submitted information it is considered necessary to attach a series of conditions for the submission, agreement and verification of these details.

The use of the building as offices is considered to be one that is generally compatible within residential areas. Whilst no opening hours have been suggested at the current time due to potential occupiers being unknown it is considered that such a use would not generally give rise to unacceptable impacts through longer opening times and associated comings and goings. To ensure compatibility with the hours agreed with the earlier phase of commercial development it is proposed (as recommended by MCC Environmental Health) to attach a condition to any approval for the agreement of hours of opening to be submitted and agreed.

The proposals also include for junction improvements to the Barlow Moor Road highway serving the site, these include for pedestrian crossing facilities. The improvements would be located to the side of existing residential properties on Rowsley and Oaker Avenue. There would be a public benefit from the provision of enhanced pedestrian crossing facilities and whilst these junction improvements would alter the highway arrangement adjacent these residential properties, given the urban context and existing nature of the highway in this location it is not considered that these improvements would give rise to unacceptable impacts that would warrant refusal of the application.

The development would incorporate lighting both internally within the office building and decked car park and within the external areas around these buildings. The submitted indicative details indicate lighting columns and bollards to be installed within external landscaped and car parking areas which would be similar in nature to the existing external lighting at the site. It is considered necessary, as recommended by MCC Environmental Health that a condition be attached to any approval for the submission and agreement of an external lighting scheme to control glare and light overspill.

The proposals have been fully assessed, the layout is of a similar nature to those envisaged within the wider masterplan for the site identified in the 2014 Development Framework, albeit that the proposed decked car park is of a smaller scale than the then anticipated multi-storey car park. The relationships between commercial and residential components now presented is similar to those from 2014 and following full consideration of the current application proposals it is not considered that they would give rise to unacceptable impacts on the residential amenity of nearby properties.

Access - The proposals have been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment which respond to the needs of all users. The following facilities and criteria are included in the proposals:

- All main entrances will have a clear opening width of no less than 1000mm
- All internal doorways / openings will have a clear opening of no less than 800mm.
- Wheelchair refuge points are provided in each escape stair on the upper levels.
- Lifts are provided to each level of the development.
- An accessible WC is provided within 45m of every part of the development.
- Showers are provided at ground level with an accessible shower included in the facilities.
- The interior fit-out and finishes will be designed to comply with Building Regulations, providing visual contrast between components where required to aid the visually impaired.
- Induction loops will be provided in the reception, flexible working and meeting spaces to aid the hard of hearing.
- Drop off point at main entrance
- Level access to all ground floor external access and escape doors
- Dropped kerbs and tactile paving to all new external crossings
- Accessible access control to main entrance pass door
- Accessible refreshment area in the main reception
- Passenger lifts to all levels
- Slip resistant flooring to cores and WC's

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

Sustainability – The applicant has submitted an Environmental Standards Statement and Energy Statement in support of the application proposals. These detail how the proposals would incorporate sustainability measures, including energy efficiency and environmental design. In addition to these documents the submitted Environmental Statement includes a chapter relating to the impact of the proposals on climate change.

The development has been designed to follow a three-stage energy reduction strategy which looks to reduce the energy demand in the building by passive means in the first instance, then to use high efficiency / low energy building services systems and finally the consideration of renewable or Low or Zero Carbon Technologies.

The office building would incorporate an enhanced 'fabric led' material specification along with high quality design and exemplary construction standards. A high level of air tightness is specified in order to control infiltration of external air and exfiltration of conditioned internal air. The building envelope is to be designed to exceed building regulations to reduce heat loss and improve the energy efficiency of the building.

In this instance the application details set out that the proposed office building would include both Air Source Heat Pumps (ASHPs) to provide low temperature hot water and chilled water and roof top photovoltaic arrays both on the roof of the office building and the decked car park

The current results show a significant improvement over Part L 2013 (with 2016 amendments), of 62.6%, whilst the building is also to be assessed under the BREEAM 2018 Scheme with the project targeting an 'Excellent' BREEAM rating.

The development has been designed and specified in accordance with the principles of the energy hierarchy in line with the adopted Core Strategy Policy EN4. The application proposals are considered to provide a scheme that would be energy efficient and are considered to accord with the adopted Core Strategy policies EN 4, EN6, and EN8 whilst seeking to make a positive contribution towards Manchester strategic target of achieving Net Zero Carbon by 2038.

Ecology - A Preliminary Ecological Appraisal Report and Extended Phase 1 Habitat Survey have been submitted alongside the application proposals. The site has been identified as comprising a limited number of common and widespread habitats. The proposals would result in the net loss of habitat and as a result mitigation is proposed in the form of a landscaping strategy for the site including the provision of 49no. new trees to be planted. The applicant has also indicated that they would agree to a condition of any planning approval which requires the submission of details of how the proposals have maximised the feasible amount of on-site Biodiversity (up to 10% net gain) and how any residual habitat units would be secured via off-site provision. In this instance this approach proposed by the applicant is considered acceptable.

Trees - The proposals would require the removal of one small and six individual trees to facilitate the development. To mitigate the loss of the trees a replacement strategy is proposed as part of the landscaping proposals to include a scheme of well-structured new trees that will add to the quality of the area and help integrate the proposed development into the surrounding landscape. In this instance, it is understood that a total of 49no. trees would be planted comprising a range of species that reflect those that are already present on site and the growing conditions presented by the new external works.

Ground conditions – The applicant has provided a Preliminary Investigation Report and Ground Investigation Report (dated January 2017) to accompany the planning application. The results of soil analysis indicate that there is only a very low risk to end users of the site from soil contamination and the ground conditions encountered at the site indicate that the risks to ground water would be very low and it is considered unlikely that further assessment of the risks to controlled waters would be required. Not all of the site has been remediated from previous development phases and gas protection measures are needed. A remediation strategy in accordance with the recommendations of the submitted reports is required and this is to be secured via an appropriately worded condition attached to any approval of the proposals.

Air Quality – The applicant has undertaken and submitted an Air Quality Assessment to accompany the application. This includes a baseline assessment describing the current air quality conditions in the vicinity of the proposed development, and an assessment of the potential air quality impacts associated with the construction and operation of the scheme.

The construction works have the potential to generate dust and suitable mitigation measures would be required to minimise dust generation and construction vehicle emissions. Whilst significant dust effects are not anticipated, it would be necessary for the implementation of mitigation measures to be set out within a Construction Environmental Management Plan to be secured via an appropriately worded condition.

Concentrations of NO₂, PM₁₀ and PM_{2.5} have been predicted for a number of worst-case locations representing existing properties adjacent to the road network. Predicted concentrations are below the relevant objectives at all of the modelled receptor locations, and no significant effects on air quality are predicted as a result of development traffic.

Flood Risk - The Site lies within Flood Zone 1 and as such is at low risk of flooding from rivers or sea.

A Flood Risk Assessment has been prepared and submitted alongside the application to assess the risk to the proposed development from different sources of flooding as well as the risk of flooding elsewhere due to the proposed development. This concludes that with the implementation of an effective Drainage Strategy in accordance with the NPPF, surface water flood risk to the proposed development is expected to be very low. As recommended by the Council's Flood Risk Management Team an appropriately worded condition for the submission and approval of a surface water drainage scheme is proposed to be attached to any approval.

A concern has been raised by United Utilities regarding the location of water main assets on the site and the potential impacts on these by the proposed office development. The applicant has responded to these concerns through providing a plan of the water assets and distance from these to the proposed office building these details have been provided to United Utilities. The applicant has also confirmed their agreement to the proposed condition by United Utilities that the water main assets be protected during construction works.

Transport – The application is supported by a Transport Assessment chapter within the Environmental Statement that assess the impacts of the proposed development on highway capacity and safety together with the strategy for encouraging active travel and car parking provision. This information has been fully assessed and it is considered that the proposals would not give rise to unacceptable impacts on highway or pedestrian safety, in this instance suitably worded conditions are proposed to deal with specific matters discussed below.

The site is well located to the pedestrian network of good quality, well lit footways and is situated within a highly accessible area, with a number of complementary land uses and residential areas within walking distance. Bus stops are located a short walk from the site on Princess Road and Barlow Moor Road, whilst the Withington Metrolink stop is situated at c.700m walk to the north of the site.

The application proposals include for provision of cycle parking provision for those employed at the site together with visitors. 100 cycle parking spaces are proposed across the site with 80 spaces located within the decked car park and further additional spaces to be located outside of the proposed office building. Changing and shower facilities are proposed within the ground floor of the office building. This level of provision is double the minimum adopted standards within the Core Strategy and given the wider strategy to encourage active travel to the site this level of provision is considered to be acceptable.

The application site is located within an area of the City that is identified as having a high level of public transport provision. Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 7. This demonstrates that the site offers very good levels of multi-modal accessibility to Manchester city centre and across Greater Manchester

The application proposals include additional on-site car parking provision for the development together with some reconfiguration of existing surface car parking to serve the existing earlier office development and also an area of car parking that is identified for the last and future phase of commercial development of the site. The applicants submitted documents indicate that the level of car parking provision has

reduced by approximately 31% from the levels envisaged by the original masterplan for the site which is reflective of the emphasis on sustainability and sustainable forms of transport to the site. The application proposals would provide 232 car parking spaces for staff and visitors of the new office building, with 203 spaces dedicated for the building and 29 spaces for overspill car parking. The existing 68 spaces for the existing office development would remain at 68 spaces although these do require reconfiguration as part of the wider proposals, whilst 121 existing spaces for Siemens would be reduced to 100 spaces due to reduced demand which would continue to be managed by Siemens. 59 of the proposed car parking spaces would be allocated as electric vehicle charging spaces. In addition to these spaces a further 65 spaces would be provided in the decked car park to serve the future development phases on the remaining plot but would not be used to serve the current application proposals.

The level of car parking proposed to serve the office building subject of this application equates to 80% of the maximum parking standards set out in the Core Strategy and is to be offset by the promotion of alternative modes and travel initiatives to be promoted through the sites Travel Plan which would be secured via an appropriately worded condition. This approach to car parking is considered to be consistent with the original aims of the development framework and is reflective of wider sustainable aims to reduce car use and engage active travel and public transport modes.

The submitted Transport Assessment does indicate that as a result of the increase in pedestrian, cycle and vehicular movements associated with the proposed development, the applicant has prepared an improvement scheme, whereby the existing access from Barlow Moor Road would be upgraded to a signal-controlled junction. This would include signalised crossing facilities and advanced cycle stop lines on the northern and western arms of the junction. The existing footways on the internal spine road would be retained to facilitate safe pedestrian movement to the site. All vehicles would enter and exit the site via the proposed signalised access on Barlow Moor Road. These proposals have been assessed and are acceptable in principle subject to further technical detailed design which would be undertaken under a section 278 agreement with the Council as Highways Authority.

In addition to the identified highway junction improvements, it is also recognised that there could be pressures on surrounding streets for inconsiderate parking at the junctions between residential streets and Barlow Moor Road, this concern has also been received in the response of Cllr Leech. This is particularly the case relating to junctions along Barlow Moor Road when travelling eastwards from the application sites entrance. It has been identified by MCC Highway Services that three junctions with adopted residential streets (Rowsley Avenue, Moorfield Road and Barlow Moor Court) would require parking controls (TRO's) that do not currently have such measures and that are part of the public highway. This would not include the private unadopted roads along this stretch of Barlow Moor Road where MCC Highway Services have indicated that this would not be feasible. These parking controls would be in the form of double yellow lines at the junctions and would reflect other nearby junctions that already have protected junctions. The scope of these works together with the junction improvements outlined above required to facilitate the development would be included within a suitable worded condition.

Heritage – The application is supported by a Heritage Statement which assesses the designated heritage assets in the vicinity of the site which have the potential to be affected by the application proposals. Given the sites location, separation from the designated heritage assets and intervening urban context, together with the form and design of the proposed buildings it is not considered that the development would cause harm to the architectural or historical interest of the following identified heritage assets:

- Roman Catholic Chapel in Manchester - Grade II
- Christ Church – Grade II
- Alcock Monument in Centre of Manchester Southern Cemetery – Grade II
- Withington Hospital (Principal Administrative Block) – Grade II
- Church of England Chapel in Manchester Southern Cemetery – Grade II
- Entrance Lodges, Piers, Screen and Gates of Withington Hospital – Grade II
- Manchester Southern Cemetery – Grade II
- Albert Park Conservation Area

Noise – The application proposals are accompanied by a Noise Assessment that details the noise surveys undertaken and proposes a number of design mitigation measures to identify the acoustic requirements for the building and to set suitable noise limits for external plant and equipment associated with the building. The submitted information has been assessed and conditions are proposed to deal with the final detailed design of the building in terms of its acoustic performance and the final plant and machinery specifications chosen to ensure they do not give rise to unacceptable impacts on residential properties. Further consideration of noise impacts are set out within the residential amenity section above.

Crime – Some concerns have been raised with regards to crime and safety particular in relation to the proposed decked car park. The application is supported by a Crime Impact Statement (CIS) prepared by Greater Manchester Police: Design for Security. 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

The CIS also identifies a number of recommendations to be considered during the fit out and management stages of the development together with 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. As such the proposals are considered to satisfactorily deal with matters subject to crime and safety and a condition is proposed to be attached to any approval relating to the development achieving Secured by Design accreditation.

TV Reception – A review of the potential impacts of the proposals on TV and radio reception in the area has been undertaken. This concludes that the proposals are unlikely to cause any interference to the reception of any television or radio broadcast platform and therefore no mitigation measures are required.

Local Labour - The applicant has indicated their commitment to a Local Labour Agreement as part of the proposed construction process and end users, this commitment is welcomed and conditions are proposed to be attached to any approval to deal with these matters.

Construction Management - The applicant has prepared a Construction Management and Phasing Chapter with the submitted Environmental Statement.

The Environmental Statement includes an overview of the methodology to be adopted for the construction and fit out of the development and considers traffic management for the movement of material to the disposal of waste from the development. Although the site has good access to public transport, it is expected that a high proportion of the construction workforce will travel by private car. Once contractors details are known it is indicated that the parking and logistics arrangements would be agreed via the final Construction Environmental Management Plan (CEMP) prior to commencement of the works with the intention to minimise parking on streets near to the site. The CEMP would also identify measures to mitigate impacts associated with construction traffic on the local and strategic transport networks. The submitted information has been reviewed and in this instance, whilst the construction activity on this site would inevitably give rise to some disruption in the local area through general noise and construction activity together with requirements for parking for site operatives. This disruption, whilst unavoidable would be for a temporary period until construction works are completed.

To ensure this process is managed in the most appropriate way at the time when construction is due to begin and given the sites location and context close to residential properties, an appropriately worded condition to manage the construction phase is proposed to be appended to any decision.

Service Vehicles Access –Access for small and large service vehicles has been provided via the external lay-by at the main entrance of the building. Service vehicles can access the wider site via Princess Road / A5103 and then Barlow Moor Road which has direct access into the site. Refuse vehicles will collect waste/recycling from the bin store located to the south of the existing officer building to the south, these details are considered acceptable.

Conclusion - The proposed development would provide modern contemporary design and high sustainable building and forms an important phase of part of a wider development of the Siemens Campus. The building would assist in contributing towards the economic growth of the city providing high quality facilities to accommodate key growth sectors of the economy. As such the proposals are considered to accord with local and national planning policies as well as the general principles set out in the recently approved Development Framework for the Siemens Campus.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Crime and Disorder Act 1998

Section 17 of the 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.

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 Director 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 considered in a positive and proactive manner as required by The Town and Country Planning (Development Management Procedure) (England) Order 2015. In this instance appropriately worded conditions are recommended to be attached.

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:

5949 SRA D1 00 DR A 02800 Rev P01 General Arrangement - Ground Floor Plan
5949 SRA D1 01 DR A 02801 Rev P01 General Arrangement - First Floor Plan (Typical 1st - 4th Floor)
5949-SRA-D1-04-DR-A-02804 Rev P01 General Arrangement – Fourth Floor Plan (Typical 1st-4th Floor)
5949 SRA D1 05 DR A 02805 Rev P01 General Arrangement - Fifth Floor Plan
5949 SRA D1 RF DR A 02806 Rev P01 General Arrangement - Roof Plan
5949 SRA D1 XX DR A 02810 Rev P01 General Arrangement - North Elevation
5949 SRA D1 XX DR A 02811 Rev P01 General Arrangement - East Elevation
5949 SRA D1 XX DR A 02812 Rev P01 General Arrangement - South Elevation
5949 SRA D1 XX DR A 02813 Rev P01 General Arrangement - West Elevation
5949 SRA D1 XX DR A 02814 Rev P01 General Arrangement - Section A-A
5949 SRA D1 XX DR A 02815 Rev P01 General Arrangement - Section B-B
5949 SRA D1 XX DR A 02820 Rev P01 General Arrangement - Bay Study North Elevation
5949 SRA D1 XX DR A 02821 Rev P01 General Arrangement - Bay Study East Elevation
5949 SRA D1 XX DR A 02822 Rev P01 General Arrangement - Bay Study South Elevation
5949 SRA D1 XX DR A 02823 Rev P01 General Arrangement - Bay Study West Elevation
5949 SRA CP 00 DR A 02800 Rev P01 Car Park - General Arrangement - Level 00
5949 SRA CP 01 DR A 02801 Rev P01 Car Park - General Arrangement - Level 01
5949 SRA CP 02 DR A 02802 Rev P01 Car Park - General Arrangement - Level 02
5949 SRA CP RF DR A 02803 Rev P01 Car Park - General Arrangement - Roof Level
5949 SRA CP XX DR A 02810 Rev P01 Car Park - General Arrangement - North and South Elevation
5949 SRA CP XX DR A 02811 Rev P01 Car Park - General Arrangement - East and West Elevation
5949 SRA CP XX DR A 02812 Rev P01 Car Park - General Arrangement - Sections
159-LYR-XX-XX-DWG-L-1008 REV 26 External Works General Arrangement
159-LYR-XX-XX-DWG-L-1010 REV 9 New Parking Provision
159-LYR-XX-XX-DWG-L-1011 REV 6 Internal Junction Layout- Changes
159-LYR-XX-XX-DWG-L-1012 REV 7 External Works Circulation
159-LYR-XX-XX-DWG-L-1017 REV 11 External Works GA (consultation)

Ev0 Didsbury Technology Park Environmental Statement October 2022
Volumes 1, 2 (Appendices) and (Non Technical Summary) Volume 3
Environmental Standards and Energy Statement September 2022 prepared
by Ramboll

Landscape Design & Access Statement July 2022 159-LYR-XX-XX-RPT-L-
0012 rev 03 prepared by Layer

EV0 Building Ventilation Statement July 2022 prepared by Ramboll

Project EV0 Noise Planning Statement June 2022 prepared by Ramboll

Arboricultural Impact Assessment Plus Tree Survey Ev0 Building, Didsbury
Bruntwood Works Report reference: AR-5143-01 July 2022 prepared by
Brooks Ecological

DR-5143-01 Tree Constraints Plan prepared by Brooks Ecological

DR-5143-02 – Tree Protection Plan prepared by Brooks Ecological

Ecological Impact Assessment Ev0 Building, Didsbury, Bruntwood Works
Report Reference: ER-5143-02.3 06/07/2022 prepared by Brooks Ecological
Preliminary Ecological Appraisal Report Phase 3, Princess Road, Manchester
Bruntwood Ltd Report Reference: ER-5143-01 09/12/2020 prepared by
Brooks Ecological

Surface and Foul Water drainage strategy July 2022 prepared by Ramboll
1620006198-XX-XX-RP-WA-01 Flood Risk Assessment July 2022 prepared
by Ramboll

P J Livesey, Bruntwood & Siemens, Siemens Development Phase 1 & 2
Ground Investigation Report January 2017 Ian Farmer Associates
Booth King Partnership Limited, Siemens House, Princess Road,
Manchester<M20 2UR Preliminary Investigation Report Contract: W15/41787-
1 Date: December 2015, Ian Farmer Associates
5949-SRA-XX-XX-RP-A-02890 Design and Access Statement

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) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local

labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

- 4) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:
- Samples and specifications of all materials to be used on all external elevations;
 - drawings to illustrate details of full-sized sample panels that will be produced in line with an agreed programme: and
 - a programme for the production of the full-sized sample panels and a strategy for quality control management;

The sample panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames and

The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and drawings as previously agreed.

The development shall be subsequently carried out in accordance with the agreed materials and associated details.

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

- 5) No development shall commence on site until details of the means of ensuring the water-main that is laid within the site boundary is protected from damage as a result of the development, have been submitted to and approved by the Local Planning Authority in writing. The details shall outline the potential impacts on the water-main from construction activities and the impacts post completion of the development on the water-main infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to the water main both during construction and post completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details.

Reason - In the interest of public health and to ensure protection of the public water supply pursuant to policy DM1 and EN17 of the Core Strategy.

6) Prior to the commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the City Council as local planning authority. The submitted CEMP shall include the following:

- The routing of construction traffic;
- Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site;
- Measures to control noise and vibration;
- Bird Hazard Management Plan;
- Details and locations of construction site lighting
- Compound locations where relevant;
- Site working hours; and
- A community consultation plan.

Reason - In the interests of residential amenity, highway and aviation safety pursuant to policy DM1 and DM2 of the Core Strategy.

7) Prior to any site clearance or earthworks a reasonable avoidance measures method statement for hedgehog and other mammals shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy.

8) No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy.

9) 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.

- 10) Prior to the installation of any drainage works on the site, a surface water drainage scheme prepared in accordance with Non-Statutory Technical standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details together with a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include:
- A finalised drainage layout showing all components, outfalls, levels and connectivity;
 - A blockage risk assessment is undertaken as part of the drainage strategy to support proposed flows less than 5 l/s. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant parties;
 - Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required;
 - Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
 - An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;
 - 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 with allowance for 45% climate change in any part of a building;
 - Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site. Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. 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;
- Incorporate mitigation measures to manage the risk of sewer surcharge where applicable;
- Foul water flows should be kept separate from surface water flows, in accordance with Part H of the Building Regulations.

The development on the site shall be subsequently carried out in accordance with the agreed scheme.

Reason - To reduce and minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

- 11) 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 prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance 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 policies DM1 and EN18 of the Core Strategy.

- 12) Prior to the commencement of above ground works, full technical details of the proposed off-site highway works required to facilitate the development shall be submitted to and approved in writing to the City Council as local planning authority. The submitted details shall include:
- A signalised access to the site from Barlow Moor Road
 - Pedestrian and cycle facilities associated with the signalised access
 - Traffic Regulation Orders associated with the signalised access
 - Scheme of mitigation measure(s) for the Princess Road/Barlow Moor Road and Princess Road junction to minimise congestion
 - Details that the submitted details have been subject to an application for a section 278 agreement
 - A timescale for the implementation of the proposed highway works

The development shall be subsequently carried out in accordance with the agreed details and the agreed timescales for implementation.

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

- 13) Prior to the commencement of above ground works, full technical details of parking controls in the form of Traffic Regulation Orders to the junctions with Barlow Moor Road at Rowsley Avenue, Moorfield Road and Barlow Moor Court together with the timescales for implementation shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall be subsequently carried out in accordance with the agreed details and the agreed timescales for implementation.

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

- 14) a) Prior to the commencement of above ground works of the development hereby approved an external lighting scheme shall be designed and installed in accordance with a scheme previously submitted to and approved in writing by the City Council as local planning authority. The submitted scheme shall be designed so as to control glare and overspill onto nearby residential properties and shall be capped at the horizontal with no upward light spill.
- b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to

confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties and in the interests of flight safety pursuant to policies DM1 and DM2 of the Core Strategy.

- 15) Notwithstanding the approved plans, within three months of the commencement of above ground works a hard and soft landscaping treatment scheme shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied and all boundary treatments shall be retained thereafter whilst the development is in use. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree 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 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.

- 16) Within three months of the commencement of development, details of a scheme to provide a 10% net gain of on-site biodiversity enhancements and timescales for implementation shall be submitted to and approved in writing by the City Council as local planning authority.

If the scheme submitted identifies a shortfall in on-site provision below a 10% net gain a 'shortfall scheme' shall be prepared together with the requisite confirmation of any other agreements required to deliver the 'shortfall scheme' and the timescales for delivery of that scheme. The 'shortfall scheme' shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall be carried out in accordance with the agreed details and within three months of completion a verification report including associated evidence, shall be submitted to the City Council as local planning authority confirming the implementation of the scheme(s).

Reason – To ensure the development delivers bio-diversity enhancements pursuant to policy EN15 of the Core Strategy and the NPPF.

- 17) a) Prior to the first occupation of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local

Planning Authority. The approved document shall be implemented as part of the occupation of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within 6 months of the first occupation of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

- 18) Prior to the first occupation of the office development hereby approved, details of the hours of use of the car parking hereby approved associated with the office building shall be submitted to and approved in writing by the City Council as local planning authority. The car parking at the site shall be subsequently operated in accordance with the agreed details.

Reason - In the interests of residential amenity pursuant to policy DM1 of the Core Strategy.

- 19) a) The gym as identified on the ground floor of the proposed floor plan of the office building shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences.

b) Prior to occupation of the development a verification report shall be submitted in writing to the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also set out post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building.

- 20) a) 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. Prior to commencement of the use hereby approved a 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. The scheme shall be implemented in full before the use commences.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Core Strategy.

- 21) Prior to the first occupation of the development hereby approved a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those visiting and working in the development
- ii) a commitment to surveying the travel patterns of staff and visitors during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

- 22) Prior to the first occupation of the development hereby permitted, details of the implementation, maintenance and management of the sustainable drainage scheme shall 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 EN14 and EN17 of the Core Strategy.

- 23) Prior to the first occupation of the development hereby approved, details of a Bird Hazard Management Plan (BHMP) shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - In order to prevent a cumulative increase in suitable breeding habitat and local breeding populations of large gulls who can give rise to hazards to aeroplane flight safety pursuant to policy DM2 of the Core Strategy.

- 24) Prior to the first occupation of the development hereby approved details of the operating hours of the café and office shall be submitted to and agreed in writing with the City Council as local planning authority. The development shall be subsequently carried out 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 and saved Unitary Development Plan policy DC26.

- 25) a) The development hereby approved shall be implemented in accordance with the measures as set out within the approved Environmental Standards and Energy Statement prepared by Ramboll.

b) Within 3 months of the completion of the construction of the development a verification statement prepared by a suitably qualified expert shall be submitted to and approved in writing, by the City Council as local planning authority, to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved Statement. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure

compliance with the recommendations and requirements within the approved report.

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.

- 26) Prior to the first use of the ground floor café as identified on the approved plans 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 health and amenity pursuant to policy DM1 of the Core Strategy.

- 27) The approved details for cycle parking provision as set out on the approved drawings and documents shall be installed prior to the first occupation of the development and be retained thereafter for use by people visiting and working at the development.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1,T2 and DM1 of the Core strategy

- 28) The car parking as indicated on the approved plans shall be constructed, surfaced, laid out and demarcated prior to the first occupation of the development hereby approved. The car park shall then be available at all times whilst the development is in use.

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

- 29) Prior to the first use of the car parking hereby approved, the scheme for electric vehicle charging as set out within paragraph 3.4.12 of the approved Transport Assessment shall be implemented and be in place.

Reason - In the interest of air quality pursuant to policies SP1, DM1 and EN16 of the Manchester Core Strategy (2012).

- 30) Deliveries, servicing and collections, including waste collections to the development 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 and saved Unitary Development Plan policy DC26.

- 31) The details of the Waste Management Strategy for the site as set out on drawing reference 159-LYR-XX-XX-DWG-L-1008 and details within the Design and Access Statement 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 amenity and public health.

- 32) The development hereby approved shall be carried out in accordance with the recommendations of the approved Crime Impact Statement prepared by Greater Manchester Police and written confirmation of secured by design accreditation shall be submitted for approval within a timescale previously agreed in writing by the City Council as local planning authority.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

- 33) The office building hereby approved comprises 10,409 sqm of gross external floor space for Use Classes E(c)(i,ii,iii) and Use Class E (g)(i,ii)), together with ancillary cafe and other floorspace as identified on the approved plans and shall be used for no other purpose including those within Class E of the Town and Country Planning (Use Classes) Order 1987 as amended not referenced within this condition.

Reason - For the avoidance of doubt and to reflect the details divulged within the submitted application documents as other uses would give rise to potential impacts that would require further assessment pursuant to policies SP1, C6, C9, EC2, EC9 and DM1 of the adopted Core Strategy.

Informatives

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004)

2) Alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC (and a separate S278 agreement with TfGM [UTC] for the signal element) which would include any required technical approval. The following link can be used:
https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-section_278_agreements/category/355/highways_and_pavements

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 team.

The minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months.

An independent 'Stage 2' Road Safety Audit will be required; this may necessitate design changes with all costs attributable to the Developer.

For any projects that require a S278 and/or S38 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is

expected to include the following:

- 5 years of accident history
- Audit of key pedestrian routes (crossing points, footway widths, condition etc.)
- Audit of key cycling routes (ASLs, cycle lanes etc.)

3) The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see:

<https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

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: 135309/FO/2022 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
Strategic Development Team
Greater Manchester Police**

**Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
West Didsbury Residents Association
Planning Casework Unit**

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

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

