

Application Number	Date of Appln	Committee Date	Ward
136934/FO/2023	10 May 2023	27 July 2023	Hulme Ward

Proposal Erection of 7-storey building including a full plant level; comprising office and laboratory floorspace (Use Class E); associated cycle parking, hard and soft landscaping, access and servicing and other associated works

Location Greenheys Building, Pencroft Way, Manchester, M15 6JJ

Applicant Bruntwood SciTech Ltd

Agent Mr Ed Britton, Deloitte LLP

Executive Summary

Key Issues

The proposal is for the erection of a 7-storey building for office and laboratory floorspace (Use Class E). An anchor tenant would occupy the ground, mezzanine and first floor, with the remaining floors available for occupiers in the life science and healthcare sectors. The anchor tenant is an internationally significant health research organisation that would bring substantial direct and indirect socio-economic benefits to Manchester Science Park (MSP) and the Corridor eco-system, and leverage MSP's advantages in terms of locational clustering with major knowledge and research institutions.

The proposal would contribute positively to the city's economy creating jobs and training opportunities in key growth sectors for residents and support growth through graduate retention.

4 letters of objection have been received. The grounds of objections concern design, the nature of the use, traffic impacts, impacts on the residential character of the area and sunlight and daylight.

Principle of the proposal and the schemes contribution to regeneration: The development is in accordance with national and local planning policies, and would deliver significant economic, social and environmental benefits. This is a highly sustainable brownfield site, close to public transport and walking and cycling routes. It is part of the Corridor and Manchester Science Park SRF Areas. The public realm would include tree planting and areas of low level planting which would create an attractive environment and enhanced routes for local residents. The building would have high levels of sustainability, being low carbon with measures to manage surface water drainage and the planting and a green wall would improve biodiversity.

Economic Benefits: The proposal would create employment during construction and permanent employment at operational stage. An average of 550 FTE job years would be supported over the two year construction period, and a further 180 FTE job years would be supported through indirect impacts, including spill-over effects through the

supply chain and knock-on consumer spending, equivalent to an average of 370 FTEs for a period of 2 years. The scheme is expected to deliver a total GVA contribution of almost £54.0m through construction period, including the indirect and induced impacts.

Once fully occupied it is predicted that the proposal would accommodate around 730 FTEs, generate GVA worth £53.2m, and contribute £4.8m of national insurance and income tax to the public purse. The effects of agglomeration, knock-on effects of consumer spending, and additional spending in the supply chain by businesses accommodated onsite would provide a further boost to the local economy.

Social Benefits: Local labour agreements would ensure that Manchester residents are prioritised for construction and end use jobs. Public realm improvements would improve legibility and activity on the principal street facing sides of the site benefit residents and visitors.

Environmental Benefits: This would be a low carbon development in a highly sustainable location. It would be highly efficient and meet some of its energy needs through renewable technology. There are no harmful impacts on traffic and local air quality and any impacts can be mitigated. The ground conditions are not complex or unusual and drainage aims to minimise surface water runoff and the building would include a blue roof. The height, scale and appearance are considered appropriate in terms of the emerging character of development in Manchester Science Park. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling and clinical and laboratory waste would be managed by specialist contractors.

Impact on amenity- The impact on daylight/sunlight, air quality, tv reception, noise and disturbance and wind conditions would be acceptable in the context of the site's location. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards and the operational impacts of the accommodation can be managed. Gas storage would be designed, installed and operated in accordance with the relevant legislation

A full report is attached below for Member's consideration



View from Greenheys Lane

View from Pencroft Lane

Description

The site is in Manchester Science Park (MSP), a strategic employment location in Oxford Road Corridor. It includes innovative science and technology companies at all life-cycle stages with support services that encourages collaboration and co-creation. It is a highly accessible location close to major research institutions.

The site is 0.67 ha and bounded by Greenheys Lane and Pencroft Way. It includes the Greenheys building; two vacant terrace houses, one of which was in use for hot food takeaway; a single storey brick building used as a furniture store; a surface level car park and highway land. The Greenheys building is mainly used as research, laboratory and commercial office use. There is a 60 space car park is accessed off Pencroft Way.

The Base building, a five-storey office development constructed in 2022 is to the south. The McDougall Centre, owned by the University of Manchester, is to the north and is largely disused although a prayer hall is in use. The Site is to the east of Greenheys Lane and a residential area is on the opposite side of the road.

MSP is identified as a strategic employment location in the Core Strategy and is in the Oxford Road Corridor. The MSP Strategic Regeneration Framework (SRF) was endorsed in 2018 and an Addendum was subsequently endorsed in 2023.

The proposal would deliver 17,249 sqm of flexible office and laboratory space to meets the specific requirements of occupiers in the science and technology sectors.

It would create around 730 Full Time Equivalent (FTE) jobs.

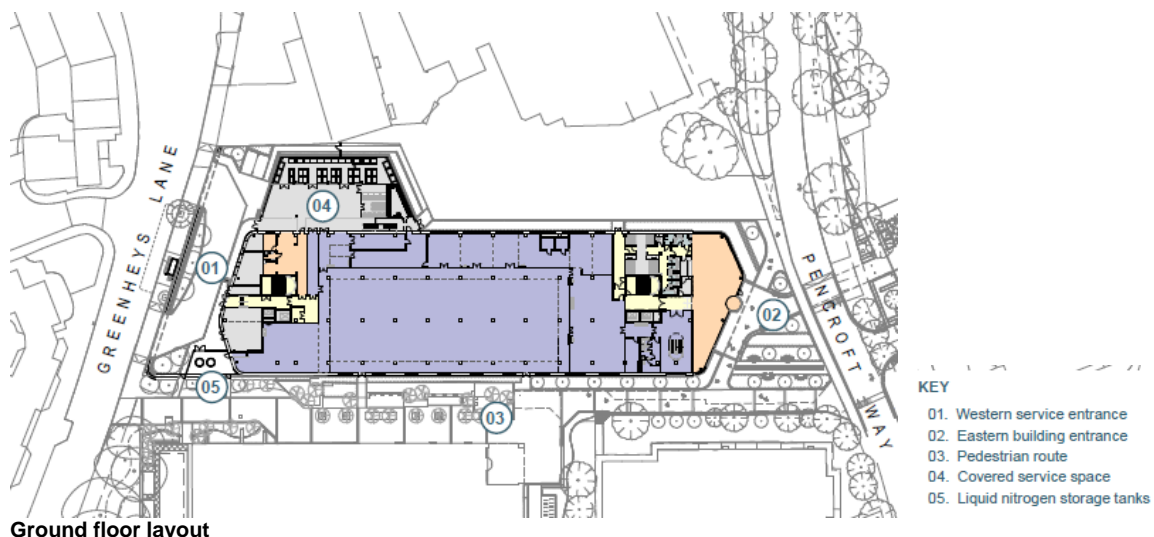
The proposal is for the erection of a 7-storey building, including a full plant level, for office and laboratory floorspace (Use Class E). An anchor tenant would occupy the ground, mezzanine and first floor, with the remaining floors available for occupiers primarily within the life science and healthcare sectors. The anchor tenant is an internationally significant health research organisation that would bring substantial direct and indirect socio-economic benefits to MSP and the wider Corridor eco-system, and leverage MSP's advantages in terms of locational clustering with major knowledge and research institutions. Importantly, securing the tenant at MSP will strengthen Manchester's Research & Development (R&D) capabilities and world leading reputation for life science and health innovation, catalysing the next phases of development at the park through clustering opportunities.



The elevations above ground floor would be anodised curtain walling with horizontal ribbon windows. Horizontal and vertical fenestration would provide modelling and solar shading, with solar control glass. The uppermost element would be anodised rainscreen with perforated patterns to the east and west.

There would be a green wrap at the ground and first floor with a planted green wall primarily to western elevation and a vertically grown planted wall to southern and northern elevations. This would be part of a site-wide 'landscaping strategy to improve the quality of streetscape and key routes through the site.

The proposal would address an east to west pedestrian connection adjacent to the Base building that links Pencroft Way to Greenheys Lane. Additional planting would be provided on the route with tree planting, climbing plants, and green walls. The proposals include 2 nitrogen storage tanks adjacent to Greenheys Lane.

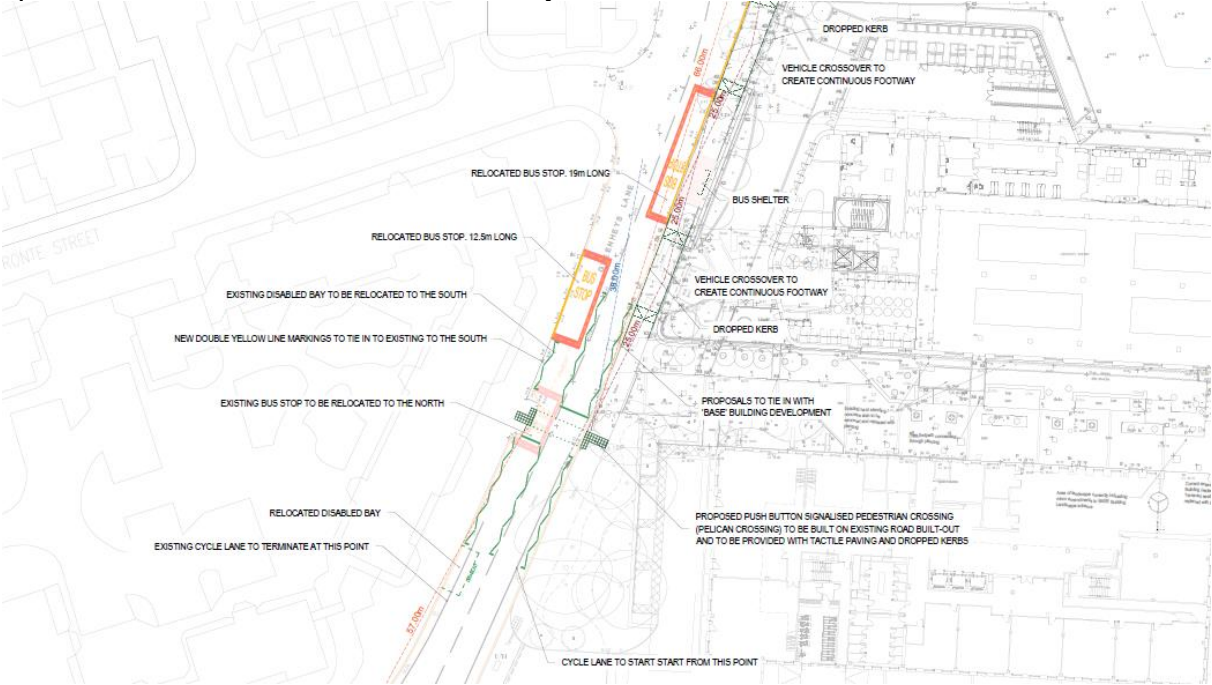


9 Category C trees will have to be removed from the site to facilitate the development and 27 new semi-mature native trees would be planted including evergreen to the south west corner of the Greenheys service yard to screen the liquid nitrogen tank and create an instant impact to Greenheys Lane streetscape.

60 cycle parking spaces would be located in the building. The existing 100 cycle parking spaces on the site would be relocated to a proposed permanent 200 space cycle hub at MSP next to the Bright building. It would be available for all customers within the MSP campus to use as per the existing Greenheys cycle shelter.

The vehicular access point from Greenheys Lane would only be used by servicing vehicles, accessed through controlled sliding gates. This would require a tree on the pavement to be removed. This would be replaced further to the south of Greenheys Lane. A signalised pedestrian crossing is proposed on Greenheys Lane and would require the relocation of a bus stop and a parking bay for a disabled person but these would remain close to their existing position.

There are 13 bays for disabled people across the MSP campus, 5 of which are located in close proximity to Greenheys, at the Bright building. All of these disabled spaces would be available to Greenheys customers.



The proposal is targeting a BREEAM Excellent rating. All space heating and hot water would be from an Air Source Heat Pump system.

The site is mainly in Flood Risk Zone 1 on the Environment Agency Flood Map but a portion of the western side of the site is in Zone 2 & Zone 3, within a critical drainage area and adjacent to an Air Quality Management Area (AQMA).

The proposal would comprise of two phases with Phase 1: including the construction compound and removal of up to nine trees to allow access; and Phase 2 the development of the site and associated landscaping and access

It is noted that the Applicant has extensive experience in providing high quality office and laboratory space, supporting a range of science and research uses, and specialist business support which enables companies in the science and technology sector to form, collaborate, scale and grow. They own eleven specialist science and

technology clusters across the UK, that create a network of innovation districts across the country and this demonstrates the Applicant's expertise in delivering successful science parks in the UK.

In April 2012, they joined MSP as an investment and development partner.

The applicant has developed a 5-storey innovative digital and tech businesses hub at the Bright Building and the five-storey Base building. Both developments have improved the public realm and connections through MSP for neighbouring communities.

An application for Prior Approval of the demolition of the existing buildings on site (application ref no 136962/DEM/2023) is under consideration.

The following documents have been submitted in support of the application.

- Application Form and Ownership Certificate
- Covering Letter
- Site Boundary and Location Plan
- Existing and Proposed Site Plans, Sections and Elevations
- Public Realm Plans
- Masterplan Context Plan
- Accommodation / Development Schedule
- Design and Access Statement
- Planning Statement
- Statement of Consultation
- Topographical Survey
- Landscaping Strategy
- Flood Risk Assessment
- Drainage Strategy
- Environmental Standards Statement
- Crime Impact Statement
- Transport Statement
- Framework Travel Plan
- Noise Impact Assessment
- Ground Conditions Assessment
- Ecology and Biodiversity Net Gain Assessment
- Arboriculture Impact Assessment
- TV Reception Survey
- Air Quality Assessment
- Sunlight and Daylight Assessment
- Outline Construction Management Plan
- Local Labour Agreement
- Servicing and Waste Management Strategy
- Ventilation Strategy
- Lighting Strategy
- Green and Blue Infrastructure Statement
- Lifetime Carbon Assessment
- Archaeological Statement
- Below Ground Radar Assessment

- Desktop Wind Microclimate Study

Consultations

Publicity – The occupiers of adjacent premises have been notified and the proposal has been advertised in the local press as a major development, affecting a public right of way and a public interest development. Site notices have been placed adjacent to the site and the occupiers of adjacent premises have been notified.

4 letters of objection have been received as summarised below:

- The new BASE building has no tenants and has already had a change of use put on it so how can Bruntwood need another new build at this time.
- The public consultation did not state there would be CL2 labs in it so close to residential flats so Hulme now has to put up with bio hazards and animals being killed in the area.
- Proposed plant will cause noise nuisance to neighbours particularly plant running through the night, and someone has already had to move due to noise pollution caused by Manchester Science Park.
- The plant and machinery at the top of the building may be spewing unknown chemicals and /or pathogenic agents, polluting the local neighbourhood 24/7. I object to Containment Level 2 Laboratories less than 100 metres from my home pumping out God-knows-what potentially dangerous stuffs 24/7 into my local air. The Greenheys Lane neighbourhood already has a 'Moderate' rating for particulate matter air pollution.
- CL2 labs permit animal testing and experimentation - potentially. Once it is built local people will have no knowledge or influence over which tenants MSP decide to rent the labs out to.
- MSP are ruining the Greenheys Lane neighbourhood as a place to live.
- Bruntwood Scitech - are just a commercial landlord. They do it for money. It is a business. They applied for a 'change of use' for the BASE building the moment it was built, so whatever they say they are making new buildings for can not be relied upon to last for very long. "A Life Sciences' firm is interested in the first three floors" we were told at the consultation at the Bright Building . I am not reassured by what that might exactly mean...? I don't want any business that does animal testing or vivisection moving into my neighbourhood. Can I have a written assurance from the Council, the Planning department, and MSP, that no animal testing or vivisection will ever take place in this second proposed new building on Greenheys Lane, M15.
- The proposed use of the site implies environmental health impacts such as the use of hazardous materials or ground contamination.

- The building is too tall for the neighbourhood and will overshadow and dominate the 3 storey buildings on the west side of Greenheys Lane.
- The appearance would also be out of scale, character and stylistic context with the existing properties in the neighbourhood.
- This project would overshadow my window, causing me loss of light and overlooks mine and other homes, causing loss of privacy.
- The view of the proposed 7 storey structure through my windows and from my balcony would intrude uncomfortably into the living space of my neighbouring property and the 'habitable' space therein. This represents a significant and non-negotiable area of concern where I recognise my "right to light" is obstructed.
- The proposed development will have a negative impact on the amenity value of my home, through noise, overlooking, overshadowing, smells, light pollution, loss of daylight, loss of privacy, dust, vibration and late night activities - including when strong lighting may be left on through the night.
- The proposed use is not compatible with existing uses where neighbouring properties identify this significantly as a residential area.
- The development may further cause traffic problems along Greenheys Lane/Burlington Street/Boundary Lane such as traffic generation, access and safety problems disrupting the routine activity of the area and adversely impacting on the safety of a public highway.

Head of Highways- No objections but has recommended conditions in relation to the provision of a signalised pedestrian signal on Greenheys Lane and relevant risk assessments to support the design of this being carried out, agreement of final locations for the 2 bus stops and disabled parking bay affected by the proposals, off-site highways works, construction management and the adoption of a Car Park Management and Travel Plan. They have also set out that both of the bus stops within the vicinity of the site need to be retained / relocated within the vicinity of the site the maintain bus service provision in the area.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - no objections and recommend conditions in relation to acoustic insulation including plant and equipment, management of air quality, the storage and disposal of refuse, fume extraction, delivery hours, management of impacts of lighting, the management of construction and the investigation and treatment of any contaminated land

Greater Manchester Police (Design for Security) – No objection subject to the recommendations contained in the Crime Impact Statement being implemented.

Greater Manchester Ecology Group – Have no objections. The proposal would deliver significant bio-diversity net gain and they recommend conditions in relation to

protection of hedgehogs, management of invasive species and protection of nesting birds.

Flood Risk Management Team – Recommend conditions to ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives.

Environment Agency - No objections subject to conditions relating to mitigation measures as set out in the Flood Risk Assessment, management of contaminated land and piling.

United Utilities – No objections subject to a surface water drainage condition.

Greater Manchester Archaeological Unit – No objections. The site could contain buried remains of 19th-century villas, double-depth houses and ornamental gardens and some buildings may be worthy of recording. They recommend a condition requiring an intrusive archaeological investigation and building recording.

Work and Skills – Recommend a local labour condition for the construction and end use phases which requires a report of local labour achievements.

Cadent Gas – No objections.

Tree Officer – Object to the removal of the tree and request that the access arrangements are amended given that the tree is a prominent specimen with good vigour and lots of growing potential. They have no objection to other tree removals subject to the landscaping proposals being implemented.

University of Manchester – No comments received

ISSUES

The principal document within the framework is The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development. The principal document is the Core Strategy. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

The proposal has been assessed against the adopted Core Strategy as follows: The principal document within the framework is The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development. The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, T1, T2, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19, EC1 and DM1 for the reasons set out below.

Strategic Spatial Objectives - The Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles- This is a highly accessible location, and the development would reduce the need to travel by private car, support sustainable development and help to halt climate change.

SO2. Economy- The scheme would provide jobs during construction and permanent employment and facilities in a highly accessible location. The employment would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO5. Transport - The development would be highly accessible, reduce the need to travel by private car and use public transport effectively. Sustainable transport would improve physical connectivity and enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

SO6. Environment - The development aims to protect and enhance the natural and built environment and ensure the sustainable use of natural resources to mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) - The proposal would have a positive impact on visual amenity and the character of the area. The scheme would be high quality and complement existing and recent developments and improve levels of street level activity and natural surveillance.

Policy EC1 (Employment and Economic Growth in Manchester) – This is a highly accessible site in a key location for employment growth. It would help to spread the benefits of growth across the City and thereby help to reduce economic, environmental and social disparities and help to create an inclusive sustainable community. The site is well connected to transport infrastructure and would encourage walking, cycling and public transport use. The Corridor is a key location for employment growth and the proposal would create jobs during construction and in operation. The design would use the site efficiently and enhance the sense of place. Users and employees would have access to a range of transport modes. Opportunities for crime would be minimised.

Policy EC3 (The Regional Centre) – The proposal would be in an appropriate location close to sustainable transport facilities. Its scale and form would not undermine delivery of employment space elsewhere.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) – The site is in the City Centre Fringe which is a focus for economic growth and where significant employment growth is required. This would be a high quality development providing employment in The Corridor.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift away from car travel to more sustainable alternatives. It would improve pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes and would help to connect people to jobs, local facilities and open space.

Policy EN1 (Design Principles and Strategic Character Areas) – The design would on balance respond positively at street level and would enhance legibility. The overall scale and distribution of massing would respond appropriately to context. The reasons for this and the positive aspects of the design are discussed in more detail below.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) -The development would comply with the target framework for CO2 reductions from low or zero carbon energy supplies. An Energy Statement and Sustainability Report sets out how it would comply with this policy.

Policy EN8 (Adaptation to Climate Change) – An Energy Statement and Sustainability Report, identifies measures to ensure that the development would reach a target Breeam rating of “Excellent”.

Policy EN15 (Biodiversity and Geological Conservation) – The site is not high quality in ecology terms and biodiversity enhancements would be secured. Nocturnal bat surveys are being dealt with under the Prior Approval for demolition application. The scattered trees on-site are of local ecological importance and the principle of their removal is discussed later in this Report.

Policy EN16 (Air Quality) - The proposal would be highly accessible by public transport and reduce reliance on cars and minimise traffic emissions. The proposal would not compromise air quality. Parking would only be provided within existing spare capacity within MSP and there would be a net MSP wide reduction of 58 spaces. On site cycling storage would encourage cycle use. Dust suppressions measures would be used during construction.

Policy EN17 (Water Quality) – An assessment of the site’s ground and groundwater conditions shows the proposal would be unlikely to cause contamination to surface watercourses and the impact on water quality can be controlled by a condition.

Policy EN18 (Contaminated Land and Ground Stability) - A desk study identifies possible risks from ground contamination which could be controlled by condition.

Policy EN19 (Waste) - The development would be consistent with the principles of waste hierarchy. A Waste Management Strategy sets out how waste would be minimised during construction and operation. The on site management team would manage the various waste streams.

Policy DM1 (Development Management) – Careful consideration has been given to the design, scale and layout of the building and impacts on amenity. These issues are considered full in this report

Saved UDP Policies

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

DC18.1 Conservation Areas – The proposal is not in a conservation area would not have a detrimental impact on the setting of any adjacent conservation areas.

DC19.1 Listed Buildings – The proposal would not have a detrimental impact on the settings of nearby listed buildings.

Saved Policy DC20 Archaeology – There are likely to be archaeological remains on the site which may be of local significance which should be properly recorded.

DC22 (Footpath Protection) - The ground floor activity and repaving would improve pedestrian routes in the local area.

Saved Policy DC26.1 and DC26.5 Development and Noise – The application is supported by an acoustic assessment, and the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. This is discussed in more detail later in this report.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007) This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people, pedestrians, and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability.

Sections of relevance are:

–Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment.

- Paragraph 2.7 encourages “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

–Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design.

–Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

For the reasons set out later in this report the proposals would be consistent with a number of these principles and standards.

Corridor Manchester (SRF 2018)/Corridor Manchester Strategic Vision to 2025 - This seeks to guide development and investment to achieve the Corridor Manchester Strategic Vision to 2025. Corridor Manchester is a strategically important economic contributor and a key growth area. The Strategic Spatial Framework sets out a long term spatial plan based on recognition that there is an inadequate pipeline of space for businesses and institutions within the Corridor to properly grow and realise their potential. This is a constraint to the realisation of the Corridor Manchester vision.

The Framework seeks to strengthen the Corridor as a place to live, visit and work for students and knowledge workers. It recognises that the area needs to be cohesive and inclusive to continue to be successful. It is envisaged that over 4 million sq. ft. of high quality commercial, leisure, retail and residential space would be delivered.

The SRF places an emphasis on realising the place-making potential of the Corridor at the heart of the Framework. Objectives in this regard include:

- Encouraging the design of development to reflect and showcase the world-leading work and activities taking place within the Corridor;
- Encouraging a more diverse retail, food and drink, culture, leisure, sport and entertainment offer within Corridor Manchester, supporting stronger daytime and evening economies;
- Enhancing the public realm through well-planned and designed streetscape; and
- Connecting and animating the space and forming intersections where people can meet formally and informally.

The Framework seeks to secure anchor destinations and a mix of cultural uses, cinema and theatre; coffee shops, restaurants and independent shops that combine to provide places where people spend their leisure time. It promotes the siting of uses where they will thrive and can act as a springboard for the emergence of secondary destinations.

There will be a requirement for development proposals to contribute positively to these key placemaking objectives for the Corridor. It is considered that the offices and its ancillary facilities would be well placed to contribute to and complement the realisation of the above objectives for the area.

Manchester Science Park SRF Update (2018) and Addendum (2023) - The MSP SRF was originally endorsed by MCC's Executive in 2014 and was subsequently updated in 2018. An Addendum relevant to the Site was endorsed by MCC's Executive Committee on 22 March 2023. The various iterations of the MSP SRF look to develop a world class science park that maximises opportunities for its tenants while providing significant benefits to the wider community.

The SRF's aim to establish a world-class science park, which can maximise the agglomeration opportunities from the Oxford Road Corridor. The core development principles which include the re-use of extensive areas of parking and incidental landscaping to significantly enhance the site's environment and sense of place through the provision of new high-quality buildings, landscaping and public spaces.

The Addendum outlines a major investment opportunity to develop a purpose-built health research resource facility. It would bring significant direct and indirect socio-economic benefits to MSP and the Corridor, enhancing connections through the neighbourhood, particularly with the communities of Rusholme, Ardwick, Hulme and Moss Side to share regeneration benefits. The proposal would increase training and employment opportunities for local residents.

The proposal would align with these development principles and support the ambitions for the Oxford Road Corridor and within the MSP SRF, through maximising the opportunity to secure further knowledge-intensive, science-based activities in this key accessible location and adding to the innovation ecosystem.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy) - This is the sustainable community strategy for the Greater Manchester (GM) Region. The proposal would comprehensively refurbish and redevelop an underutilised site and

bring offices to the City. The proposal would achieve a number of key growth priorities of the GM strategy including the reshaping of the economy to meet global demand, building Manchester's global brand and improving international competitiveness.

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city which 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) 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 (MCC) 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 Manchester Climate Change Board (MCCB) to take forward work to engage partners in the city to address climate change. 1.3 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 ambitious new targets.

The Zero Carbon Framework - outlines the approach which 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 world-renowned 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 reused and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) -This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps we will take to become energy-efficient and investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation. The alignment of the proposals with the policy objectives set out above is detailed below.

Manchester Green and Blue Infrastructure Strategy 2015 -The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements relating to key objectives for growth and development. The vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers;
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth;
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond; and
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

The inclusion of bat and bird boxes could be secured by a condition and the public realm would enhance biodiversity at the site.

Relevant National Policy

The revised NPPF re-issued in February 2021 states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable

development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 ‘Building a Strong, Competitive Economy’ Planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (para 81). The proposals would add 17,249 sq. m (GIA) of office and laboratory floorspace in MSP and Corridor and create jobs during construction and operation. These benefits are further quantified below.

Section 8 ‘Promoting Healthy and Safe Communities’ states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (para 92). The proposal would be safe and secure.

Section 9 ‘Promoting Sustainable Transport’- states that ‘significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health’ (para 105).

In assessing applications, opportunities to promote sustainable transport modes should be taken up, given the type of development and its location; safe and suitable access can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 110).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

Applications should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport

statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

The site is well connected to public transport modes which would encourage sustainable travel. A new signalised pedestrian crossing on Greenheys Lane would improve safe access to the site for pedestrians. 60 secure cycle parking space would be provided within the building. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan could be secured as part of the conditions of any approval.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 119).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (Paragraph 120).

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 123).

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 124).

The proposal would re-purpose a brownfield site some of which is currently vacant enhancing its current level of economic activity currently. This would improve the it's current negative impact on the street scene and would use the site efficiently. Its

scale and density is considered to be acceptable. The use would meet known requirements. The development would complement the area's emerging character and setting.

The site is close to sustainable transport infrastructure. A travel plan would encourage the use of public transport, walking and cycle routes. It would be car free and reduce car journeys.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process' (paragraph 126).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are 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 the 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 to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 130).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 134).

The building would help to create a well-designed place. It would help to establish a strong sense of place within this part of the expanding Science Park. It would be high quality and complement the emerging distinctive architecture within the area. These issues are discussed in detail later in this Report.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states 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. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (para 152).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

The buildings fabric would be highly efficient and be based on an all electric service strategy. Efficient drainage systems would manage water.

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land. High performing fabric would ensure no unduly harmful noise outbreak on the local area. Recommendations are made within an Ecology Assessment about biodiversity enhancements.

Paragraph 183 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination. There is contamination at the site from its former uses. The ground conditions are not usual or complex and can be appropriate remediated.

Paragraph 185 outlines that decisions should ensure that the development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short term noise impacts associated with construction, but these can be managed to avoid any

unduly harmful impacts on amenity. There are no noise or lighting implications associated with the operation of the development.

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during construction. A travel plan and access to public transport would encourage alternative travel choices. The site is mainly within Zone 1 of the Environment Agency flood maps and has a low probability of flooding. A small part on the west of the site is in Zone 2 and 3 where there is a higher risk of flooding and the building levels are to be set to mitigate this risk.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)- The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants; • means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality; controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that Local planning authorities should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.
- Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the location. In general, for noise
- making developments, there are four broad types of mitigation:
- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise
- transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night,
- and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

The National Design Guide (January 2021) - This illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

There are 10 characteristics of well-designed places within the National Design Guide which are listed below:

- Context – enhances the surroundings
- Identity – attractive and distinctive
- Built form – a coherent pattern of development
- Movement – accessible and easy to move around
- Nature – enhanced and optimised
- Public Spaces – safe, social and inclusive
- Uses – mixed and integrated
- Homes and buildings – functional, healthy and sustainable
- Resources – efficient and resilient
- Lifespan – made to last

The proposed form of development would enhance its surroundings to an acceptable level. Its distinctiveness would be expressed in an attractive manner and it would deliver a coherent development that properly responds to context.

Other National Planning Legislation

Legislative requirements

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

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

Environmental Impact Assessment.

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017)

Issues

The Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and the provision of new employment opportunities. The economy continues to strengthen and diversify with high added-value growth forecast in Business, Financial and Professional Services, Science and Innovation, and Creative and Digital, as well as Sports and Culture, Leisure and Tourism sectors. The proposal would contribute to the Council's strategic objectives and would deliver economic, social and environmental benefits which would all contribute to the growth and success of the City and Region.

The proposal would support and underpin the objectives of the MSP and Corridor SRF's and deliver employment opportunities. The SRF Addendum identifies a major investment opportunity for a purpose-built health research resource facility that would bring significant direct and indirect socioeconomic benefits to MSP and the Oxford Road Corridor. It would enhance connections between communities of Rusholme, Ardwick, Hulme and Moss Side to ensure that the regeneration benefits are shared. It would increase training and employment opportunities for local residents.

The development of this brownfield site would provide employment opportunities in a highly sustainable well-connected location would bring footfall into the area increasing training and employment opportunities for local residents. The development would create employment opportunities for skilled residents and graduates and support graduate and talent retention.

The development would support the vision for MSP as an exemplar urban science park by delivering a high specification space to support a use, for which there is a known requirement in the Corridor. A key strategic policy objective for the Oxford Road Corridor is to support the diversification of the economy through growth in high value sectors, such as health, science, and innovation. The proposal would support the ambitions for the Corridor and help it to secure further knowledge-intensive, science-based activities. The proposal would underpin the clustering of science and medical research and development institutions in the Corridor, promoting scientific innovation.

This investment would strengthen Manchester's R&D capabilities and world leading reputation for life science and health innovation and promote clustering opportunities. It would allow the City to compete for occupiers nationally and internationally and support the next phase of the City's economic growth.

The proposal would create employment during construction and permanent employment in operation. It is predicted an average of 550 FTE job years would be supported over the two year construction period, and a further 180 FTE job years would be supported through indirect impacts, through the supply chain and knock-on consumer spending, equivalent to an average of 370 FTEs for 2 years. The scheme is expected to deliver a total GVA contribution of almost £54.0m through construction period, including the indirect and induced impacts.

The proposed end use would accommodate around 730 FTEs, generate GVA worth £53.2m, and contributing £4.8m of national insurance and income tax to the public

purse. The effects of agglomeration, knock-on effects of consumer spending, and additional spending in the supply chain by businesses accommodated onsite would provide a further boost to the local economy.

These proposals would deliver significant regeneration benefits. They would encourage better physical and visual engagement and integration with adjacent communities and support the establishment of a wider sense of place for the expanding MSP.

In view of the above, the development would be in keeping with the objectives of the City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, CC1, CC10, EC1, EC3 and DM1.

Design

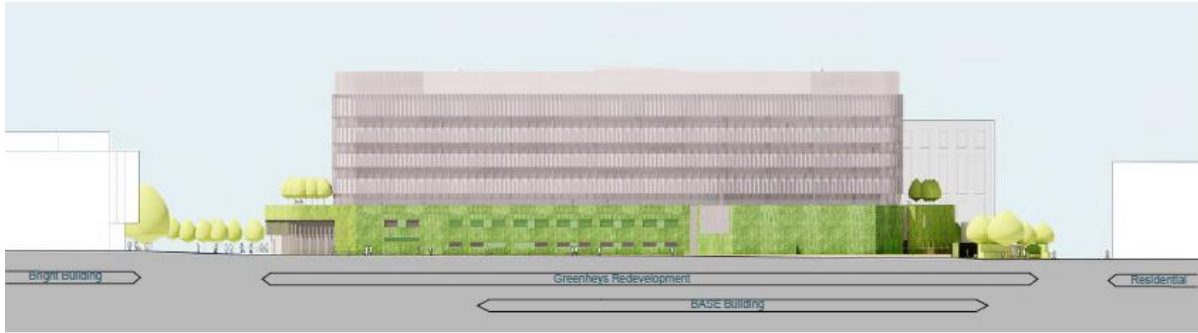
The site is in the Oxford Road Corridor where there is a recognised need to maximise the opportunities to optimise the use of finite land resources. Core Strategy Policy EN1 specifically states that new development in the Corridor needs to reflect the significant scale and form expected from major City institutions and opportunities exist for more innovative and contemporary built forms, which have regard to the historic context. It requires a balance between built form and open space.



Pencroft Way



Greenheys Lane Elevation



North Elevation



South Elevation

The current buildings are low-rise and do use the site effectively in this strategically important location. The surrounding massing is two to six storeys. The MSP SRF Addendum (2023) identifies the opportunity to increase the quantum and height at this site, subject to proposals being in accordance with the Development Plan and addressing impacts on the surrounding area. The height and massing of the proposals are aligned with the SRF.

The scale and massing respond to the specific requirements of the anchor tenant and would deliver a unique and viable high specification office and laboratory R&D space that will meet the needs of leading occupiers within the health and life sciences sectors. The proposals would provide the minimum workable dimension between slab level and soffit level within each of the laboratory, write-up and office spaces. The proposal would optimise use of the site to maximise the strategic benefits and the above benefits could not be realised if these requirements are not met.

The inset of the upper storeys would reduce the overall perception of the massing, with the lower 2 levels read as a plinth. This plinth would include a significant area of planted, green wall. At ground floor level the building façade would incorporate large format windows in the green wall providing visibility.

The curved edges aim to create an organic form amongst the more angular brickwork nearby. The planted wall would also express this organic form and would provide a green, vertical backdrop to the landscaping.

Given the above a development of this scale and form so long as the impacts on the amenity of local residents are acceptable.



Views from Greenheys Lane



View from Greenheys Lane

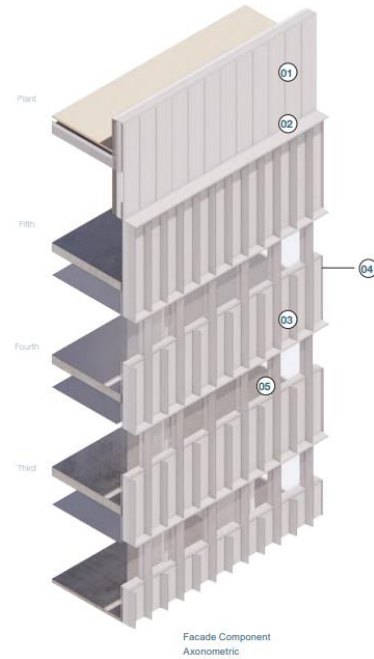
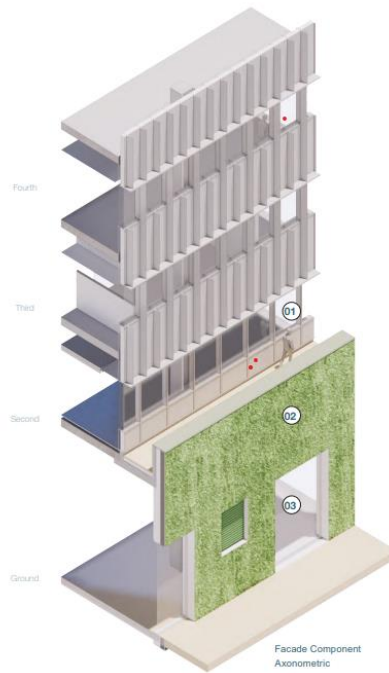
View from Pencroft Way

The area contains different forms of architecture, with red/brown brick being the main material. The use of a lightweight curtainwall aesthetic to the upper levels above a softer green 'plinth' would create variety.

In terms of design quality, the key factors to evaluate is the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures. The quality of the detail, including window recesses and interfaces between the different components are key to creating a successful scheme.

The 'plinth' would ground the building at the human scale and maximise active engagement with the street. The upper level would be anodised curtainwall with horizontal ribbon windows. The horizontal and vertical fin fenestration would provide modelling and visual interest.

The ground and first floors would comprise a fully irrigated planted green wall system or vertically grown planted wall utilising a stainless steel wire climbing system. The wire system is fixed through an anodised aluminium rainscreen system. Large format picture windows would animate the ground floor façade.



This would be a well detailed and quality design. The public space would allow new connections through the area as neighbouring developments come forward.

Credibility of the Design - Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the design, procurement and construction process. The design team recognises the high profile nature of the proposal and the design is appropriate for this prominent site. The range of technical expertise provided indicates that the design is technically credible. The design team is familiar with the issues associated with high quality development in city centre locations, with a track record and capability to deliver a project of the right quality.

Landscaping

The MSP SRF aims to improve the public realm and enhance pedestrian connections through the site and towards Oxford Road and the communities of Hulme and Moss Side. The proposal would improve pedestrian safety and connections between MSP and Hulme and provide a signalised pedestrian crossing on Greenheys Lane. It also includes new and enhanced public realm and improvements to the streetscape along the western edge of the site through delivery of a green wall and boundary.

The hard landscaping would integrate the proposal with the Bright Building and Base and use the same palette of paving. It would include seating and resting points to encourage pedestrians to rest and socialise.

The proposal and landscaping would improve the site and its relationship with the immediate surroundings. It would link into the east to west pedestrian connections adjacent to the Base building that links Pencroft Way to Greenheys Lane. There would be additional planting on the south elevation including tree planting, climbing plants, and green walls.

Green walls on the west and southern boundaries and climbing plants on the northern edge would soften the proposal and create an attractive boundary to address Greenheys Lane. This would also enhance biodiversity.

The proposal would retain as much vegetation as possible, but nine trees would be removed as part of the demolition phase of works applied for under a separate application for Prior Approval. 27 trees would be planted to mitigate this. Native species are proposed.

Archaeology

The proposal could affect any surviving archaeological remains which could include buried remains of 19th century villas, double-depth houses, ornamental gardens and the back yards of workers' houses. These are likely to be of low significance but without a programme of mitigation, the scheme could damage or destroy them

Should significant archaeological remains be encountered during the archaeological evaluation further excavation may be required in line with the guidance provided by the NPPF. Any such further investigation would be determined by the Greater (GMAAS) and should be a condition.

Relationship to Transport Infrastructure, Cycle Parking Provision and Servicing and Deliveries

The site has a Greater Manchester Accessibility Level (GMAL) of 8 indicating a very high level of accessibility. A Transport Statement concludes that the overall impact on the local transport network would be minimal.

Most users should arrive by sustainable transport. There are bus routes which link to the Rail and Metrolink networks and there are cycle routes on parts of Greenheys Lane and Higher Cambridge Street and Oxford Road.

7 parking spaces for disabled people at MSP would be allocated to this proposal. There are a further 13 spaces across in the area including 5 close proximity to Greenheys, at the Bright building.

The improvement to the public realm would enhance links to sustainable transport choices.

A Travel Plan would make users of the site aware of sustainable options.

There would be 60 internal secure cycle parking spaces. The existing cycle store of 100 spaces on-site will be relocated elsewhere within MSP prior to the removal of the structure and will be formalised through a separate application for planning permission.

Conditions would require details of final locations for the 2 bus stops and disabled parking bay affected by the proposals, off-site highways works, construction

management, pavement reinstatements and finishes and the adoption of a Car Park Management and Travel Plan.

The Head of Highways has no objections on this basis and no concerns about adverse impacts from any traffic generated by the proposal.

Air Quality

An air quality assessment (AQA) has considered whether the proposal would change air quality during the construction and operational phases. The site is adjacent to an Air Quality Management Area (AQMA) (a section is located along Greenheys Lane) where air quality is known to be poor because of emissions from surrounding roads. Residents could experience poor air quality and vehicles travelling to and from the site could increase pollution levels in this sensitive area.

There are homes, businesses, educational facilities and recreational areas which could be affected by construction traffic and that from the development. A qualitative risk assessment based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' has assessed the potential effects during construction of dust and particulate emissions from site activities and materials movement. The impact on Trinity High School and Holy Name Primary School has been considered for earthworks and construction activity but under the Guidance there is no requirement to consider it for tracking out (i.e. potential for dust from dirt, mud, or other debris tracked onto a paved public roadway) due to distance from the site of 175m and 200m respectively against a maximum 50m for assessing the impact from these.

The assessment of the air quality impacts of the completed scheme has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) at key local locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK). Both the construction and operational impacts of the development on air quality have been considered

Construction phase mitigation measures would reduce the risk of dust and particulate matter being generated and re-suspended and should be secured by a Construction Management Plan. Subject to this, no significant impacts are anticipated during the construction phase.

A quantitative assessment of the operational impacts has compared the traffic data of the development against the screening criteria outlined in the EPUK-IAQM guidance. Based on the traffic data provided, it is unlikely that the proposal would have a significant impact on local air quality.

No significant long-term combustion sources such as combined heat and power (CHP) plant or biomass boilers are proposed. All space heating and hot water would be from an Air Source Heat Pump system.

The overall air quality impact would not be significant and best practice measures would be used to reduce the effects of the proposal on local air quality where feasible.

Overall, with appropriate mitigation measures in place during construction, the proposal would have no significant effects on local air quality during construction or operation and is therefore in accordance with relevant policy and material considerations.

Environmental Health concur with the conclusions and recommendations within the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

Ventilation

A Ventilation Statement provides details of the ventilation strategy, designed in accordance with the requirements of the Building Regulations Approved Document F and associated CIBSE guidance documents.

The laboratories have been designed to Containment level 2 (CL 2) standards. Good practices for containment and contaminant controls are designed in the base build along with higher floor to ceiling heights to accommodate additional building services, enhanced mechanical ventilation systems, specialised waste management systems and a better performing superstructure to reduce internal vibration.

Daylight, Sunlight and Overshadowing

An assessment of the effect of the proposal on daylight, sunlight measuring the amount of daylight and sunlight available to windows in neighbouring buildings has been undertaken. It includes technical analysis using the methodologies set out within the Building Research Establishment Guidelines entitled 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (2022)'. This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly.

18 Greenheys Lane, 12 Greenheys Lane, and 24-26 Greenheys Lane have been identified as affected in terms of daylight and sunlight and other residential properties have been scoped out due to the distance and orientation from the site.

The Sunlight and Daylight Assessment has set out the current site condition VSC levels and how the proposal would perform against the BRE VSC and NSL targets.

Daylight Impacts

The Guidelines provide methodologies for daylight assessment. The 2 tests set out in the Guidelines relevant to this development are VSC (vertical sky component) and NSL (no sky line). VSC considers how much Daylight can be received at the face of a

window by measuring the percentage that is visible from its centre. The less sky that can be seen means less daylight is available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%. Reductions or changes of 0.8 times the former value would not be appreciable by an occupant.

The guidance also states that internal daylight distribution is also measured as VSC does not take into account window size. This measurement NSL (or DD) assesses how light is cast into a room by examining the parts of the room where there would be a direct sky view. The NSL test assesses daylight levels within a whole room rather than just that reaching an individual window and more accurately reflects daylight loss. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. A resident would notice any reduction below this and is again considered as the Alternative Target against which impact is measured.

VSC diminishes rapidly as building heights increase relative to the distance of separation. As such, the adoption of the 'standard target values' is not the norm in a city centre and the BRE Guide recognises that different targets may be appropriate. It acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable and is common in urban locations.

The Guidance acknowledges that in a City Centre, or an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

Sunlight Impacts

For Sunlight, the BRE Guide should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March; receives less than 0.8 times its former sunlight hours during either period; and, has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours (APSH).

A scheme would be considered to comply with the advice if the base line values and those proposed are within 0.8 times of each other as an occupier would not be able to notice a reduction of this magnitude. The requirements for minimum levels of sunlight are only applicable to living areas.

BRE Targets the Guidance states that a reduction of VSC to a window of more than 20% or of NSL by 20% does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply, if figures achieved are within 0.8 times of baseline figures. Similarly, winter targets of APSH of 4% and an annual APSH of 20% are considered to be acceptable levels of tolerance.

For the purposes of the sensitivity analysis, these values are a measure against which a noticeable daylight and sunlight reduction would be discernible and are referred to as the BRE Alternative Targets. The impacts are set out below.

All impacts considered have been assessed against the baseline of the current site condition.

Daylight Impacts

With the development in place and the results weighted to allow for the 20% reduction which would not be noticeable, the impact would be:

18 Greenheys Lane – 6/6 (100%) of windows would meet the BRE VSC Alternative Target and 6/6 (100%) of the rooms would meet with the BRE NSL Alternative target.

12 Greenheys Lane – 3/3 (100%) of windows would meet the BRE VSC Alternative Target and 3/3 (100%) of the rooms would meet with the BRE NSL Alternative target.

24-26 Greenheys Lane – 85/93 (92%) of windows would meet the BRE VSC Alternative Target and 44/44(100%) of the rooms would meet with the BRE NSL Alternative target.

For 24-36 Greenheys Lane of the eight which do not meet the Alternative Target, five are reduced by between 20-30%, which is considered by the BRE to be a minor reduction. Two windows would have a moderate reduction of between 30-40% and one window would be reduced by more than 40%. It is noted that all of the windows which do not meet the VSC daylight criteria are located beneath balconies which impact on the current levels of daylight received. In this context it is noted that these windows currently have very low baseline levels without the proposed development in place.

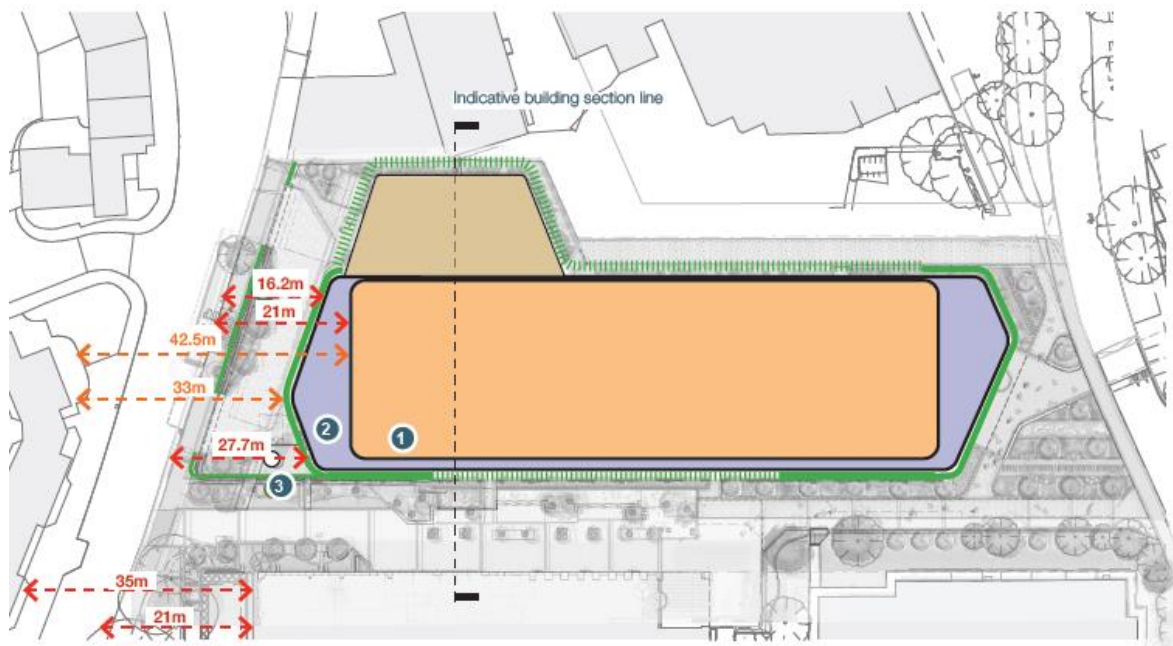
Sunlight Impacts

12 Greenheys Lane and 18 Greenheys Lane have been scoped out of this analysis as they have no rooms overlooking the proposed development that face within 90 degrees of due south, and so no sunlight assessment is required

For 24-36 Greenheys Lane 37/38 (97%) of the rooms would achieve the Alternative APSH target. The one room that does not meet the target would experience a moderate reduction of between 30-40%. The impact again is in part due to the location of windows below balconies.

Privacy and Overlooking

The western elevation of the building is stepped back circa 40m from the road, in line with the adjacent Base building.



Distances from nearest residential buildings

Noise and Vibration

Disruption could arise during construction. The applicant and their contractors would work and engage with the local authority and local communities to minimise this.

A Noise Assessment identifies the main sources during construction would be from plant, equipment and general construction activities, including breaking ground and servicing. Noise levels from construction would be acceptable provided the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with residents. This should be secured by a condition.

A Construction Management Plan should be a condition and would provide details of mitigation methods. Construction noise levels have been estimated based on worst case assumptions to be of moderate temporary adverse effect. Following mitigation construction noise is not likely to be significant.

Provided that construction activities are carefully controlled, and the plant and equipment are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

A condition can limit access to the terrace at night time.

Wind Microclimate

Changes to wind can impact on how comfortable and safe the public realm is. If changes cannot be designed out, they should be minimised by mitigation. A Wind Microclimate report has focused on the impact on people using the site and surrounding area using 30 years of historic wind data from Manchester Airport to obtain annual and seasonal frequency and magnitude of wind speeds.

The potential impact of the proposal on local thoroughfares, amenity spaces and building entrances has been modelled. Potential risk factors for raised wind speeds were considered.

The Assessment concludes that there would not be a significant risk of raised wind speeds at ground level and thoroughfares and building entrances are expected to be suitable for the intended use. The eastern terrace would be suitable to the intended use, given the shelter from the westerly winds.

The western terrace is more exposed to the westerly winds, with a risk of raised winds and further mitigation may be necessary. A range of potential measures could include screening, baffles or landscaping. The final details would be a condition.

Flood Risk and Sustainable Urban Drainage Strategy (Suds)

The site is mainly in Flood Risk Zone 1 on the Environment Agency Flood Map but a portion of the western side of the site is within an Environment Agency indicative Zone 2 & Zone 3 flood plain. In order to mitigate flood risk, the finished floor level would be set at 35.150 metres (AOD) which takes into account the average ground level, adjacent road level and the estimated river or sea flood level. The site is in the Core Critical Drainage Area in the Council Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development.

The use is appropriate, and conditions should require the implementation and maintenance of a sustainable drainage system. The proposal incorporates a blue roof to store water and to restrict flow into the surface water system during storms. Flow rates would be aligned with the betterment requirements for the SRFA. A drainage statement has been considered by the City Council's flood risk management team.

Surface water is to discharge into the culverted Corn Brook in Greenheys Lane and would be restricted to 'Greenfield' run-off levels. The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with policy principles. Further details are required to complete the drainage strategy which should be a condition.

Sustainability / Climate Change Mitigation: Building Design and Performance (operational and embodied carbon)- There is an economic, social and environmental imperative to improve the energy efficiency of buildings. Larger buildings should attain high standards of sustainability because of their high profile and impact. An Energy Standards Statement and Whole Life Carbon Assessment respond to the City's Climate Emergency declaration and has set out how the scheme contributes to Net Zero Carbon targets through operational and embodied carbon.

The Environmental Standards assessment sets out measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy. Energy use would be minimised through good design in line with the Energy Hierarchy to improve the efficiency of the fabric and use passive servicing methods.

Operational Carbon -The energy strategy would be all-electric. The buildings' operational emissions would reduce over time as the UK's electricity grid decarbonises. The proposal would achieve a 18.5 % improvement over Part L 2010 against the 15% target and exceed Policy EN6. It is also targeting a Breeam Excellent Rating. The following efficiency measures would be included to reduce heat losses and minimise energy demand:

- Optimisation of the building envelope performance to reduce energy use.
- Thermally efficient construction elements.
- Construction interfaces designed to target a low air leakage rate.
- Provision of good levels on daylight in deep spaces to enable artificial lighting to be reduced during the daytime
- Optimised size of windows and ratio to the façade and suitable reveal depths to provide appropriate shading to limit overheating risk.
- Building service systems designed to operate efficiently.
- Low energy ventilation strategy with high efficiency heat recovery.
- The use of Air Source Heat Pumps (ASHPs) to deliver heating, cooling and Domestic Hot Water (DHW).
- Solar Photo Voltaic installation on the roof to provide on-site renewable energy generation and further reduce the carbon impact of the building.

Building Location and Operation of Development (excluding direct CO2 emission reduction) and Climate Change Adaptation and Mitigation -Features which would contribute to achieving overall sustainability objectives include: A highly sustainable location and development of a brownfield site; reduced mains/potable water consumption and water efficient devices and equipment; and recycling facilities. There would be a reduction of 58 car parking spaces from the site.

Embodied Carbon: Sustainable Construction Practices and Circular Economy -The proposal could be adapted overtime. Materials would be durable have a low environmental impact and would be responsibly sourced through local suppliers and the procurement strategy would seek to minimise energy associated with transportation and waste. A Site Waste Management Plan (SWMP) would that good practice waste minimisation in design has been adopted. This would set targets to minimise the generation of non-hazardous construction waste using the sustainable procurement plan to avoid over-ordering and to use just-in-time delivery policies and include a pre-demolition audit to identify demolition materials to reuse onsite where possible and salvage appropriate materials to enable their reuse or recycling off-site.

The specialist nature of the building necessitates cast in - situ slabs of greater thickness than would be necessary in a standard building. The Embodied Carbon

emissions associated with this would be within the range set out for new build Science and Technology buildings in the UK Net Zero Carbon Building Standard – (UKNZCBS) Technical Update and Consultation of June 2023, recently published in draft.

The commitment to minimising the embodied Carbon and Energy Usage Intensity will also be captured in the BREEAM Excellent rating for the building.

The proposal would make a positive contribution to the City's objectives and is, subject to the ongoing decarbonisation of the grid, capable of becoming Net Zero Carbon in the medium to long term whilst achieving significant CO2 reductions in the short term.

Designing out Crime

A Crime Impact Statement prepared by Greater Manchester Police has assessed the development using principles of 'Crime Prevention through Environmental Design' the report sets out recommendations that will be considered as part of the fit out and management stages and incorporated as the design develops.

Ground Conditions

A Phase I Ground Investigation has been prepared based on desktop / published sources. The site is in an urban environment where industrial activities have taken place. It is likely that there is a significant thickness of made ground from previous development. Elevated levels of contamination may be present in shallow soil and groundwater, and it would be necessary to avoid contaminate migration pathways during piling works. Further excavations and investigations are necessary. Mitigation may be required but with these in place, the site would present a low risk. A condition would require a full site investigation and remediation measures to be agreed.

The site is in an area at moderate risk from possible Unexploded Ordnance (UXO). Any risk would need to be mitigated prior to any ground investigation and can be secured via a condition. If ordinance is found, a specialist UXB team would assess next steps and to draw up risk assessments for any continuing works which would be carried out in accordance with provide best practice guidance for the industry (CIRIA).

Waste, Recycling and Servicing

The refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments. The collection point for all waste streams including medical and laboratory would be in the service yard. The waste would be segregated into different stores, to avoid mixing laboratory and clinical waste with regular waste. The applicant has confirmed that they currently use a waste specialist contractor for MSP for the non standard waste streams and would include this proposal. .

Environmental Health consider the waste management arrangements to be acceptable.

TV and Radio reception

A Baseline TV and Radio Impact Assessment has been prepared based on technical modelling in accordance with published guidance to determine the potential effects on the local reception of television and radio broadcast services. The proposal is likely to cause disruption to the reception of digital satellite television services in areas to the immediate northwest, within 76m from the base of the proposal around Boundary Lane, Burlington Street, Bronte Street and Eyre Street.

In similar areas, the use of tower cranes could also obscure satellite dish' views of the southern skies, resulting in reception interference during crane operations. If any interference does occur, the repositioning of the satellite dish to a different location without an obscured line of-sight view to the serving satellites should restore reception. If satellite dish relocation is not possible, the use of DTT receiving equipment could offer any affected viewer an alternative source of some digital television broadcasts.

Any interference arising from tower crane use is expected to be limited in duration (present only during operations i.e. working hours) and will cease completely when the cranes are removed.

The development is unlikely to adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode radio signals. A strategy to provide mitigation at potentially affected properties and timescales for implementation of any mitigation would be a pre-commencement condition of any consent granted. The applicants would assess appropriate mitigation using available evidence of the existing TV viewing requirements at affected properties. The potential mitigation options are:

- Relocate affected antennas outside of signal shadow; or
- Where antenna relocation is not possible, arrange for alternative reception of TV broadcasts that is the same as existing, but is unaffected by signal shadowing (e.g. switching Sky Satellite to Sky Glass). Bruntwood would pay for any requirement to switch over, new hardware and net additional subscription costs.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure

(BGIS) – The site contains no statutory nature conservation sites, none are within 1km of the site and those situated would not be impacted. The habitats and plant species recorded at the site are widespread and common throughout Greater Manchester and the UK. None of the plant species are either Nationally Scarce or Nationally Rare given the relative isolation of the site from larger areas of semi-natural habitat, and the lack of suitable refuge for protected species.

Habitats at the site are a mix of hardstanding, shrub and buildings, all of which are of negligible ecological importance. The semi-mature trees to be removed are of local ecological importance. These would be replaced by new native tree planting.

Cotoneaster is present which is listed under Schedule 9 of the Wildlife and Countryside Act 1981 (As amended) as an invasive species. It is illegal to plant or otherwise cause to grow any such species in the wild. In order to control the spread of this species, a method statement should be created, outlining measures to control, manage and treat this invasive species and this will be a pre-commencement condition.

The site could provide a relatively limited foraging resource for local birds. There is limited foraging and commuting value for bats due to the developed nature of the site and surrounding habitat. There is limited potential for hedgehogs due to the site condition and that of the surrounding area, however, the proposed shrub cover does provide some cover for the species. Precautionary Working Methods for bats and hedgehogs during the demolition and clearance of the introduced shrub are recommended through conditions.

Manchester Green & Blue Action Strategy highlights that Manchester needs to be a green city and a growing city. Urban greenery would be created in the public realm providing biodiversity enhancements which would be further enhanced with the provision of bat and bird boxes and can be secured by condition.

There are opportunities to maintain and enhance the biodiversity on the site and improve connectivity to adjacent habitats by providing 'ecological stepping stones' to link to green/blue infrastructure. The proposal would include green infrastructure including tree cover. This could secure ecological enhancement for both flora and fauna. Measures to mitigate habitat loss and improve biodiversity are included in the Ecology Report.

Construction Management

Measures would be put in place to minimise the impact on local residents such as dust suppression, minimising stock piling and use of screenings to cover materials. Plant would be turned off when not needed and no waste or material would be burned on site. Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

Local Labour Agreement

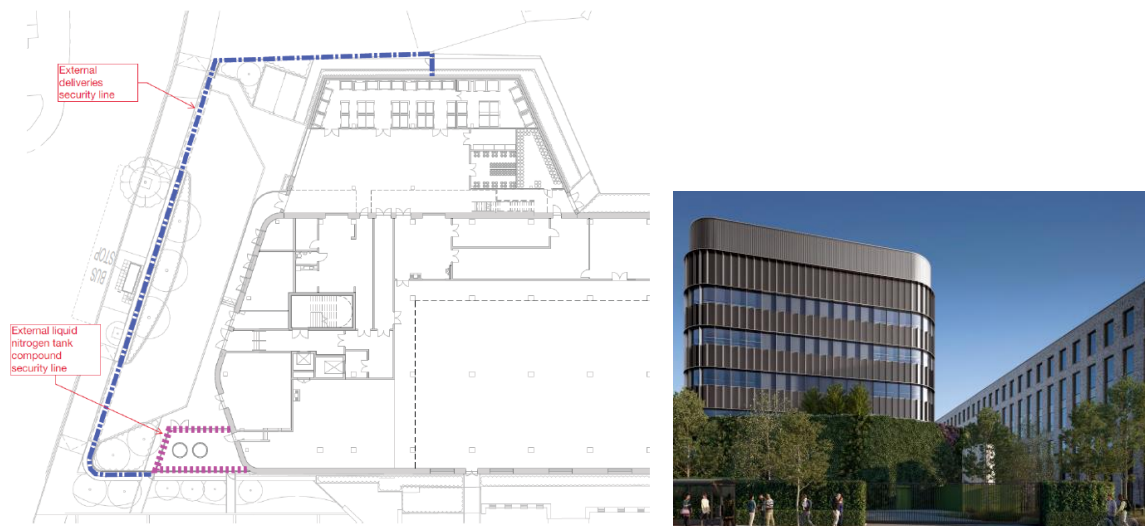
The applicant is committed to a Local Labour Agreement as part of the construction process and end use. A condition would require The Council's Work and Skills team to agree the detailed form of the Local Labour Agreement.

Accessibility/ Inclusive Access – Access into the building would be level. There are 13 bays for disabled people across the MSP campus, 5 of which are close to Greenheys, at the Bright building which would be available to Greenheys customers. There is an additional on street parking bay close by on Greenheys Lane.

Gas Storage Tanks – The two external tanks are required to store the liquid nitrogen cooling medium and are essential to the operation of the proposal. It would be used for the controlled temperature storage of the scientific samples. The liquid nitrogen is

pipled from the external tanks into a number of large freezer stores located on the ground floor level of the new building. The two external tanks are positioned in accordance with the British Compressed Air Association, Code of Practice 36 'Cryogenic Liquid Storage at Users Premises' 2013. The minimum distances required between liquid nitrogen tanks and surrounding infrastructure, i.e. to a public right of way and highway are exceeded. The design and installation of the Nitrogen Storage Tanks would comply with the Pressure Systems Safety Regulations 2000 (PSSR) which are issued by the Health and Safety Executive.

The tanks are located behind a 2.4m high secure enclosure within the delivery area. The delivery area is a secure enclosure with a 2.4m high metal fence, fence with vertical slatted louvers with an additional depth of perimeter planting at the pavement edge and 2.4m high secure sliding gates. The whole of the deliveries area, including the two external liquid nitrogen tanks, would be covered by the monitored CCTV system.



There would be a separate entrance directly into the Greenheys Building, connecting through to the tenant refrigerated storage area. The planting strategy would minimise the visual impact of the storage tanks, with semi-mature and evergreen trees to Greenheys Lane to screen the liquid nitrogen tank and create an instant impact to Greenheys Lane.

Response to Objections

The majority of the comments made are dealt with above but the following is also noted.

- CL2: biology labs predominantly enable the development of new medicines in the drug discovery process. Substances or biological matters are utilised under more stringent conditions to protect lab users, and although controls are stricter, CL2 labs do not work with materials that are airborne or are hazardous to human health. Examples could include microbiology or cell culture.
- There will be no form of any animal testing facility.

- The building will be designed, delivered and operated by specialists in the sector, who would ensure implementation of the highest safety protocols, ensuring the safety of people in the building and those in the local area.
- CL2 is the most commonly used containment level and these laboratories are found within most University and Hospital campuses. There are a number on the Oxford Road Corridor and are managed in accordance with relevant legislation and have no impact on surrounding users.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise. The proposal would make effective use of brownfield site and would be appropriate and acceptable.

The proposal would contribute positively to the city's economy creating jobs and training opportunities for local residents and supporting growth through graduate retention, supporting the development of talent needed to support growth.

The proposal would improve legibility and wayfinding on a key pedestrian route in MSP, Hulme and the Corridor. It would improve the contribution that the site makes to the local economy and support the strong employment base in high value added and high growth sectors.

The building would be of a high standard of sustainability and would be energy efficient and operate on an all-electric system offering the most suitable long terms solution to energy supply and carbon reductions.

Careful consideration has been given to the impact on the local area, including homes. Impacts on noise, traffic generation, air quality, water management, wind, contamination or loss of daylight and sunlight would be appropriate in this context. There would be no significant harmful impact upon either residential amenity or the operation of the highway. Any harm can be mitigated and would not amount to a reason for refusal.

The buildings and its facilities are fully accessible. The waste can be managed and recycled in line with the waste hierarchy and by specialist operators as required. Gas storage would be designed, installed and operated in accordance with relevant legislation. Construction impacts can be mitigated to minimise the effect on local residents and businesses.

The proposals represent sustainable development with significant social, economic and environmental benefits. As such, the proposal accords with all relevant local policy and planning guidance

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.

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

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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:

(a) Existing Site Plan GRE-BDP-ZZ-XX-DR-A-00-001 P02 and Proposed Site Plan GRE-BDP-ZZ-XX-DR-A-00-006 P04 both stamped as received on 10-05-23

(b) GRE-BDP-ZZ-00-DR-A-20-900 P01 GROUND FLOOR PLAN, GRE-BDP-ZZ-01-DR-A-20-900 P01 1ST FLOOR PLAN , GRE-BDP-ZZ-02-DR-A-20-900 P01 2ND FLOOR PLAN, GRE-BDP-ZZ-03-DR-A-20-900 P01 3RD FLOOR PLAN , GRE-BDP-ZZ-04-DR-A-20-900 P01 4TH FLOOR PLAN , GRE-BDP-ZZ-05-DR-A-20-900 P01 5TH FLOOR PLAN , GRE-BDP-ZZ-06-DR-A-20-900 P01 6TH FLOOR (PLANT) PLAN, GRE-BDP-ZZ-07-DR-A-20-900 P01 ROOF PLAN, GRE-BDP-ZZ-XX-DR-A-20-100 P12 NORTH ELEVATION , GRE-BDP-ZZ-XX-DR-A-20-101 P11 SOUTH ELEVATION, GRE-BDP-ZZ-XX-DR-A-20-102 P11 WEST & EAST ELEVATION , GRE-BDP-ZZ-XX-DR-A-20-103 P07 SECTIONS A & B , GRE-BDP-ZZ-XX-DR-A-20-109 P03 CONTEXTUAL ELEVATIONS, GRE-BDP-ZZ-XX-DR-A-20-110 P03 CONTEXTUAL ELEVATIONS , GRE-BDP-ZZ-XX-DR-A-21-901 P01 SECTION 01 , GRE-BDP-ZZ-XX-DR-A-21-902 P01 SECTION 02 , GRE-BDP-ZZ-XX-DR-A-21-903 P01 SECTION 03 , GRE-BDP-ZZ-XX-DR-A-21-904 P01 SECTION 04 and GRE-BDP-ZZ-XX-DR-A-21-905 P01 SECTION 05 & 06 all stamped as received on 10-05-23;

(c) GRE-BDP-01-XX-SP-L-0001 P02 LANDSCAPE SPECIFICATION , GRE-BDP-ZZ-XX-DR-L-00-002 P06 LANDSCAPE - COLOUR MASTERPLAN , GRE-BDP-ZZ-XX-DR-L-00-003 P04 LANDSCAPE - COLOUR UPPER FLOOR MASTERPLAN, GRE-BDP-ZZ-XX-DR-L-00-004 P03 LANDSCAPE - PAVING MATERIALS, GRE-BDP-ZZ-XX-DR-L-00-008 P03 LANDSCAPE - PLANTING STRATEGY PLAN, GRE-BDP-ZZ-XX-DR-L-00-009 P03 LANDSCAPE - PLANTING STRATEGY UPPER FLOOR, GRE-BDP-ZZ-XX-DR-L-00-101 P06 LANDSCAPE - GA PLAN, GRE-BDP-ZZ-XX-DR-L-00-102 P04 LANDSCAPE - GA ROOF PLAN, GRE-BDP-ZZ-XX-DR-L-00-201 P03 LANDSCAPE - TREE CONSTRAINTS PLAN, GRE-BDP-ZZ-XX-DR-L-00-401 P01 LANDSCAPE - SECTIONS SHEET 1 , GRE-BDP-ZZ-XX-DR-L-00-402 P02 LANDSCAPE - SECTIONS SHEET 2, GRE-BDP-ZZ-XX-DR-L-00-501 P04, LANDSCAPE - LEVELS STRATEGY PLAN and GRE-BDP-ZZ-XX-DR-L-00-601 P03 LANDSCAPE - TYPICAL TREE PIT DETAILS all stamped as received on 10-05-23;

(d) Sections 7 and 8 of the Manchester Science Park Design & Access Statement, April 2023, Greenheys Redevelopment by BDP stamped as received on 10-05-23;

(e) Greenheys, Manchester Science Park, Air Quality Assessment by Silcock Leedham Consulting Engineers Ltd April 2023 stamped as received on 10-05-23;

(f) Greenheys, Manchester Science Park, Archaeological Desk Based Assessment 05-04-23 by Salford Archaeology stamped as received on 10-05-23;

(g) Greenheys Development, Construction & Environmental Management Plan 24-03-23 by Bruntwood stamped as received on 10-05-23;

(h) Sections 4,5 and 6 of the Crime Impact Statement, Greenheys Lane, Manchester Science Park Version A 31/03/23 stamped as received on 10-05-23;

- (i) MSP Greenheys Redevelopment M&E Stage 3 Environmental and Energy Statement GRE-SLCE-XX-XX-RP-ME-2000 Rev 01 April 2023 by Silcock Leedham stamped as received on 10-05-23;
- (j) Local Labour Agreement, Greenheys Redevelopment, April 2023 by Bruntwood stamped as received on 10-05-23;
- (k) Greenheys, Manchester Science Park, Television and Radio Reception Impact Assessment by GTech dated 26-04-23 stamped as received on 10-05-23;
- (l) MSP Greenheys Redevelopment Ventilation Statement GRE -SLCE -XX-XX-RP-ME-3000 by Silcock Leedham April 2023 stamped as received on 10-05-23;
- (m) Greenheys Redevelopment Energy Audit Report by ZED Rev 01 22-03-23 stamped as received on 10-05-23;
- (n) DESKTOP WIND, MICROCLIMATE STUDY, Greenheys, Manchester Science Park 28-04-23 by GIA stamped as received on 10-05-23;
- (o) Greenheys, Manchester Science Park, Environmental Noise Assessment Report Rev PO2 April 2023 by BDP;
- (p) Arboricultural Impact Assessment 03-05-23 by Tyler Grange stamped as received on 10-05-23;
- (q) Arboricultural Method Statement 26-04-23 by Tyler Grange stamped as received on 10-05-23;
- (r) Preliminary Ecological Appraisal 02 05 23 Rev B by Tyler Grange stamped as received on 10-05-23 and Addendum Bat Note MSP Greenheys 11th July 2023 TG Report No. 15264 R06 BP DM by Tyler Grange stamped as received on 11 07 23;
- (s) Daylight & Sunlight, IMPACT ON NEIGHBOURING PROPERTIES Greenheys, Manchester Science Park 25-04-23 by GIA stamped as received on 10-05-23;
- (t) Hub Building, Manchester Science Park Flood Risk Assessment MSP May 2014 By DW Consulting Ltd and Supplementary Flood Risk Assessment Rev A By DW Consulting Ltd 13-09-2019 (both stamped as received on 10-07-23) as updated by Greenheys Redevelopment, Manchester Science Park, Drainage Strategy 28-04-23 by DW Consulting Ltd and Supplementary Flood Risk Assessment By DW Consulting Ltd 28-04-23;
- (u) Phase 1 Geoenvironmental Desk Study & Ground Stability Risk, Assessment for Greenheys Business Centre, Pencroft Way, Manchester Science Park, M 6 Project No: NX534/Rev 2 by NX Consulting 28-04-23 stamped as received on 10-05-23;
- (v) Greenheys, Manchester Science Park (MSP) Waste Management Strategy Rev P04 28-04-23 by Curtins stamped as received on 10-05-23;

(w) Greenheys, Manchester, Science Park (MSP), Framework Travel Plan Rev P04 by Curtins 28-04-23 stamped as received on 10-05-23; and

(x) Greenheys, Manchester, Science Park (MSP), Transport Statement Rev P05 by Curtins 28-04-23 stamped as received on 10-05-23 as amended by Dwg 81888 CUR XX 00 D TP 75004 P01.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, CC5, CC6, CC7, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19 and DM1 saved Unitary Development Plan policies DC20 and DC26.1.

3) (a) Notwithstanding the details submitted with the application, prior to the commencement of above ground works other than demolition the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

*hand sized 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 strategy for quality control management;

The 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

(b) Prior to above ground development submission of a (excluding demolition) Construction Environmental Management Plan (CEMP)- Circular Economy Statement (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reduce the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle;

(c) 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 dwgs as agreed above.

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.

4) a) Notwithstanding the) Phase 1 Geoenvironmental Desk Study & Ground Stability Risk, Assessment for Greenheys Business Centre, Pencroft Way,

Manchester Science Park, M 6 Project No: NX534/Rev 2 by NX Consulting 28-04-23 stamped as received on 10-05-23;

prior to the commencement of the development other than demolition the following information should be submitted for approval in writing by the City Council, as Local Planning Authority:

- (i) Submission of Site Investigation Proposals
- (ii) Submission of a Site Investigation and Risk Assessment Report
- (iii) Submission of a Remediation Strategy

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 other than demolition shall not commence in the identified areas 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 below ground works commence 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 other than demolition commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the scheme.

5) Notwithstanding the Greenheys Development, Construction & Environmental Management Plan 24-03-23 by Bruntwood stamped as received on 10-05-23;

Prior to the commencement of development, a detailed construction management plan outlining working practices during development shall be submitted for approval in writing by the local planning authority, which should include;

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Communication strategy with residents and businesses which shall include details of how there will be engagement, consult and notify residents during the works; and
- *Parking of construction vehicles and staff;

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

6) No demolition or development works shall take place until the applicant or their agents or successors in title has completed a historic building survey to Historic England Level 2 (HEL2) in accordance with Historic England guidance (Historic England, Understanding Historic Buildings: A Guide to Good Recording Practice, 2016). The work should be undertaken in accordance with specific aims, objectives (informed by the North West Historic Environment Research Framework), and a methodology that is presented in a Written Scheme of Investigation (WSI) that has been submitted to and approved in writing by the local planning authority.

1. Informed by the HEL2, archaeological watching briefs may be required during:

- any soft-strip or demolition works which have potential to reveal concealed historic fabric that can further enhance the record

- removal of the 20th century works building foundation slab that could reveal earlier foundations.

2. A programme for post investigation assessment to include:

- analysis of the site investigation records and finds

- production of a final report on the significance of the heritage interest represented.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results commensurate with their significance.

5. Provision for archive deposition of the report and records of the site investigation.

6. Nomination of a competent person or persons/organisation to undertake the works in accordance with the WSI and Historic England guidance (Historic England, Understanding Historic Buildings: A Guide to Good Recording Practice, 2016).

Within 28 days of the completion of demolition, the Applicant will submit details of the Historic Building Record and Report on the Watching Brief to the Local Planning Authority for approval.

Reason: In accordance with NPPF Section 16, Paragraph 205 - To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.

7) Notwithstanding the details as set out within condition 2 no development (excluding demolition) shall take place until details of the surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. This shall include:

*A finalised drainage layout showing all components, outfalls, levels and connectivity;

*Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;

*A feasibility assessment and engineering details of the Green / Blue Roof;

*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;

Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

*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;

*Progression through the drainage hierarchy shall be evidence based and supported by site investigation. 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;

*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. An email of acceptance of proposed flows and/or new connection will suffice;

*Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required.

*Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates. An email of acceptance of proposed flows and/or new connection will suffice;

*Where surface water is connected to ordinary watercourse, any works within or adjacent to the watercourse that would affect it would require consent from Manchester City Council as Lead Local Flood Authority. Consent applications can be arranged by contacting the Lead Local Flood Authority;

*Hydraulic calculation of the proposed drainage system, including all engineering parameters;

*A blockage risk assessment is undertaken as part of the drainage strategy to support proposed flows less than 5 l/s;

*Construction details of flow control and SuDS elements.

For the avoidance of doubt property threshold levels are to be set at a minimum of 35.150 metres Above Ordnance Datum (AOD)

The approved details shall be implemented as part of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

8) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme 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:

(a) Verification report providing photographic evidence of construction as per design drawings;

(b) As built construction drawings if different from design construction drawings; and

(c) 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. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

9) The development hereby approved shall be carried out in accordance with the targets set out within the MSP Greenheys Redevelopment M&E Stage 3 Environmental and Energy Statement GRE-SLCE-XX-XX-RP-ME-2000 Rev 01 April 2023 by Silcock Leedham stamped as received on 10-05-23

A post construction statement shall be submitted within 12 months of occupation of the development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

10) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'Excellent' rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, within six months of the buildings hereby approved being first occupied.

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, and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

11) Prior to occupation of the development a scheme for the acoustic insulation of any plant and associated equipment including any MVHR system externally mounted ancillary equipment, lift equipment, substation and any emergency plant associated with the development to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location 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 equipment. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

Reason - To secure a reduction in noise in order to protect existing residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

12) Prior to any earthworks a method statement detailing eradication and/or control for *Cotoneaster horizontalis* should be supplied to and agreed in writing to the LPA. The agreed method statement shall be adhered to and implemented in full unless otherwise agreed in writing by the LPA.

Reason

The above condition is necessary to prevent the spread of Cotoneaster which is an invasive species. Without it, avoidable damage could be caused to the nature conservation value of the site contrary to national planning policy as set out in the National Planning Policy Framework paragraph 170 and pursuant to Core Strategy Policy EN15.

13) The development hereby approved shall be carried out in accordance with the Greenheys, Manchester Science Park (MSP) Waste Management Strategy Rev P04 28-04-23 by Curtins stamped as received on 10-05-23 and Deloitte's e-mail dated 12-07-23 in relation to Clinical Waste;

The details shall be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

14) a) Prior to the commencement of the development (excluding demolition), 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).

15) (a) Three months prior to the first occupation of each lettable area 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;
and

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 each lettable area 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 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).

16) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

17) Notwithstanding the Greenheys, Manchester Science Park, Television and Radio Reception Impact Assessment by GTech dated 26-04-23 stamped as received on 10-05-23 prior to commencement of development a TV reception mitigation strategy for

(a) the construction;and

(b) post construction phases

shall be submitted to and approved in writing by the City Council as Local Planning Authority .

In line with the recommendations in the above this shall comprise one of the following:

- (i) Relocation of affected antennas outside of signal shadow; or
- (ii) Where antenna relocation is not possible, arrange for alternative reception of TV broadcasts that is the same as existing, but is unaffected by signal shadowing (e.g. to an alternate provider) the applicant will pay for any requirement to switch over, new hardware and net additional subscription costs.

For the avoidance of doubt this shall use available evidence of the existing TV viewing requirements of affected properties, the strategy will assess the most appropriate mitigation and provide a programme for implementation.

The mitigation shall then be implemented in accordance with the approved strategy and programme.

If following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

Reason - To ensure terrestrial television services are maintained In the interest of residential amenity, as specified in Core Strategy Polices DM1 and SP1.

18) Prior to implementation of any proposed lighting scheme details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

19) The development hereby approved shall be carried out in accordance with the Greenheys, Manchester, Science Park (MSP), Framework Travel Plan Rev P04 by Curtins 28-04-23 stamped as received on 10-05-23 (which includes undertaking a baseline travel survey within six months of first operation);

Within 3 months of the completion of the travel survey, 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.

In this condition a revised travel plan means a document that includes the following:

- i) the measures proposed to be taken to reduce dependency on the private car by staff;
- ii) a commitment to surveying the travel patterns of staff within the first six 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; and
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car;

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

20) Deliveries, servicing and collections associated with the management of the building and ancillary uses within it including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday
10:00 to 18:00 Sundays and Bank Holidays

The approved details shall be implemented and remain in place for as long as the development is in use (and any subsequent permitted changes of use under Class E)

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

21) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

Reason - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

22) The window(s) on the South Elevation GRE-BDP-ZZ-XX-DR-A-20-101 P1, East Elevation GRE-BDP-ZZ-XX-DR-A-20-102 P11 and North Elevation GRE-BDP-ZZ-XX-DR-A-20-100 P12 (Main Entrance Area) shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

23) If any external lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

24) The development hereby approved shall include for full disabled access to be provided to all publicly accessible areas of public realm during the hours that it is open to the general public and via the main entrances.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1

25) The development shall be carried out in accordance with Sections 4,5 and 6 of the Crime Impact Statement, Greenheys Lane, Manchester Science Park Version A 31/03/23 stamped as received on 10-05-23, the development shall only be carried out in accordance with these approved details and within 3 months of completion, the applicant will confirm in writing to the Council as local planning authority that the development has achieved Secure by Design accreditation

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

26) Notwithstanding the details contained within condition 2 above prior to the first occupation of the building a scheme of highway works and footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

(a) Detailed designs in relation to the above to including materials, kerb heights, installation of any dropped kerbs with tactile pavers across any vehicle access / layby adjacent to the site;

(b) Amendments to the existing TROs;

(c) Details of the disabled parking bay on Greenheys Lane ;

(d) Provision of a signalised crossing;

(e) Details of the 2 relocated bus stops on Greenheys Lane.

Applications for TROs must be submitted within 28 days of the Highways Scheme being approved. If TROs are resolved more than three months prior to target occupation, the approved scheme shall be implemented and be in place prior to the first occupation of the building. If the TRO is not resolved prior to three months before first occupation of the building, the Highways Scheme shall be implemented and be in place within three months of the TRO being resolved, and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

27) Before any part of the development hereby approved is first occupied details of the following to be based on the findings of a Stage 1 Road Safety Audit (RSA 1) shall be submitted and approved in writing by the City Council as Local Planning Authority:

A service management plan to include details of final arrangements in relation to both refuse collection and deliveries. This should cover the frequency and dimensions of vehicles requiring access to the site, along with final details of the location for loading/ unloading.

The development shall thereafter be fully implemented in accordance with these details.

Reason - In interests of highway safety pursuant to Policy DM1 of the Core Strategy

28) No doors (other than those designated as access to the substation, fire exits and ground floor bin store shown on plan GRE-BDP-ZZ-00-DR-A-20-900 P01 shall open onto the adopted public highway

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

29) Prior to the first occupation of the development the cycle parking as shown in dwg GRE-BDP-ZZ-00-DR-A-20-900 P01 shall be fully implemented and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

30) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the air source heat pumps to the buildings hereby approved. The air source heat pumps must also comply with the noise criteria as specified in condition 11. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the air source heat pumps are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

31) Prior to the commencement of above ground works (excluding demolition) a programme for submission of final details of the public realm works and highway works as shown in dwgs GRE-BDP-01-XX-SP-L-0001 P02 LANDSCAPE SPECIFICATION , GRE-BDP-ZZ-XX-DR-L-00-002 P06 LANDSCAPE - COLOUR MASTERPLAN , GRE-BDP-ZZ-XX-DR-L-00-003 P04 LANDSCAPE - COLOUR UPPER FLOOR MASTERPLAN, GRE-BDP-ZZ-XX-DR-L-00-004 P03 LANDSCAPE - PAVING MATERIALS, GRE-BDP-ZZ-XX-DR-L-00-008 P03 LANDSCAPE - PLANTING STRATEGY PLAN, GRE-BDP-ZZ-XX-DR-L-00-009 P03 LANDSCAPE - PLANTING STRATEGY UPPER FLOOR, GRE-BDP-ZZ-XX-DR-L-00-101 P06 LANDSCAPE - GA PLAN, GRE-BDP-ZZ-XX-DR-L-00-102 P04 LANDSCAPE - GA ROOF PLAN, GRE-BDP-ZZ-XX-DR-L-00-201 P03 LANDSCAPE - TREE CONSTRAINTS PLAN, GRE-BDP-ZZ-XX-DR-L-00-401 P01 LANDSCAPE - SECTIONS SHEET 1 , GRE-BDP-ZZ-XX-DR-L-00-402 P02 LANDSCAPE - SECTIONS SHEET 2, GRE-BDP-ZZ-XX-DR-L-00-501 P04, LANDSCAPE - LEVELS STRATEGY PLAN and GRE-BDP-ZZ-XX-DR-L-00-601 P03 LANDSCAPE - TYPICAL TREE PIT DETAILS all stamped as received on 10-05-23;

shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted.

- (a) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which demonstrably fully consider and promote inclusive access (including older and disabled people);
- (b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and which demonstrates Biodiversity Net gain across the site ;
- (c) Details of the green wall system and how it would be irrigated and maintained;
- (d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance;
- (e) Details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;
- (f) Location and design of all furniture including seating areas, lighting, bins, handrails, recycling bins, boundary treatments, planters all to include features which fully consider and promote inclusive access (which includes older and disabled people and child friendly features);

(g) Lighting around and within the site (which includes for consideration of older and disabled people);

(h) A management and maintenance strategy for the public realm including hours during which these areas would be publicly accessible and open to non residents, how access to these areas would be managed who would be responsible for the day to day management and maintenance of these areas including ensuring ongoing maintenance of provision of access for disabled people;

(i) Details of wind mitigation and confirmation that these will result in acceptable conditions on the western terrace; and

(j) Details of the blue roof.

The detailed scheme shall demonstrate that it complies with Accessibility and Age Friendly principles

and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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 a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, 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 R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

32) (a) The development (excluding plant and equipment) shall be implemented in accordance with the recommendations within the) Greenheys, Manchester Science Park, Environmental Noise Assessment Report Rev PO2 April 2023 by BDP;

(b) Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in adjacent residential accommodation arising directly from the proposed development shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

33) Prior to development commencing a Stage 2 Detailed Unexploded Ordnance Desktop Threat Assessment of the site shall be carried out prior to any construction or intrusive works taking place in the future in accordance with the recommendations within the Phase 1 Geoenvironmental Desk Study & Ground Stability Risk, Assessment for Greenheys Business Centre, Pencroft Way, Manchester Science Park, M 6 Project No: NX534/Rev 2 by NX Consultatinfg 28-04-23 stamped as received on 10-05-23 and submitted and approved by the City Council as Local Planning Authority

Reason: To ensure that the risks from unexploded ordnance to future users of the land and existing neighbouring land are eliminated and or minimised to ensure that development can take place without unacceptable risk to workers and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of evacuation/s associated with the mitigation of UXO, pursuant to policies EN18 and DM1 of the Core Strategy for Manchester.

34) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant paragraph 170 of the National Planning Policy Framework and Core Strategy policy EN14 and EN17.

35) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof of the buildings (including cross sections). The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity and solar glare pursuant to polices SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

36) The development shall be implemented in accordance with the Recommendations set out within the Preliminary Ecological Appraisal 02 05 23 Rev B by Tyler Grange stamped as received on 10-05-23 and Addendum Bat Note MSP Greenheys 11th July 2023 TG Report No. 15264 R06 BP DM by Tyler Grange stamped as received on 11 07 23;

Reason

For the avoidance of doubt and to ensure that the development provides biodiversity enhancements and mitigates potential impact on wildlife pursuant to policy EN15 and DM1 of the Core Strategy

37) Before any part of the development hereby approved is first occupied details of a car park management scheme for visitors and employees to ensure that there is adequate provision in place across the MSP shall be submitted and approved in writing by the City Council as Local Planning Authority:

The management scheme shall include details of final arrangements in relation to allocation and monitoring of parking demand and a strategy for the provision of further off site car parking should this been deemed necessary.

The development shall thereafter be fully implemented in accordance with these details.

Reason - In interests of highway safety and to provide appropriate levels of car parking facilities pursuant to Policy DM1 and T2 of the Core Strategy

38) The 2nd floor roof terrace hereby approved shall be used as ancillary facilities for building users or visitors only and shall not be accessible or useable by the general public.

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for office purposes.

39) Prior to use of the 2nd floor terraces commencing details of the hours of operation shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

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

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the

development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

41) 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.

Informatives

1) For the avoidance of doubt the demolition would not constitute the implementation of this consent and works of demolition are being dealt with under Prior Approval ref no 136962/DEM/2023

2) 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.

Committed sums are required for any non-standard materials (and street trees) used on the adopted highway.

3) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase.

4) Any materials approved for planning purposes should be discussed in full with Building Control. This is to ensure they meet the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with the Building Regulations you should discuss these

with the Planning Service as soon as possible as this could materially effect your permission.

5) As the proposal involves development over 11m in height (or alterations to increase the height of a building above 11m), developers are required to notify the Greater Manchester Fire & Rescue Service of the commencement of development via email to construction-started@manchesterfire.gov.uk

6) For this development proposals for good practice principles for both the design and operational phases are recommended. Reference should be made to IAQM/EPUK guidance: <http://iaqm.co.uk/guidance>

7) Should there be any basement excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact highways.structures@manchester.gov.uk.

8) All of the works required to achieve the new accesses / egresses and associated TROs should be included as part of a S278 agreement to be funded by the applicant

9) Nesting birds: No works to trees or shrubs shall occur between the 1 st March and 31 st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out

10) INNS Management: It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as wall cotoneaster are included within this schedule. If any wall cotoneaster will be transported off site as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence .

11) Generator: The routine maintenance and servicing of any emergency generator shall be confined to Monday to Friday 08:00 to 18:00 hours.

12) Detail should be sought from the applicant in relation to any proposed construction or fit out arrangements, where there is an impact on the highway. The applicant is advised that any requirements for licensing, hoarding / scaffolding 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).

12) MCC records highlight that the underground watercourse (Corn Brook) is located within close proximity to the site (approximately 10m to the west of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

The developer can request MCC asset records for this location via the following link:
<https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=llfa>

13) The consent hereby granted does not negate the need for any statutory consents required in relation to the development relating to Gas Infrastructure from Cadent Gas

14) Details of how the construction process will control of noise and vibration shall be agreed with MCC Environmental Protection Officers as a minimum, they will require details of machinery and equipment to be used and their expected noise levels, the identification of the noisiest activities and who these activities / work may impact, duration of these activities, site wide noise and vibration mitigation measures with reference to BPM to be adopted on site specifically for the noisier or more intrusive activities, the maximum site noise level and vibration levels at the site boundary particularly during the noisier activities, details of monitoring including how monitored (continual noise and vibration loggers) location of monitoring in relation to receptors, how the site supervisor is alerted if the noise /vibration limit is approached or exceeded and details of what action is taken where the maximum site noise and / or vibration levels (once agreed) are approached or exceeded (such as work shall cease until the cause of the exceedance has been identified and where necessary, an alternative method of work established).

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: 136934/FO/2023 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)
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
University Of Manchester**

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

Representations were received from the following third parties:

Relevant Contact Officer : Angela Leckie
Telephone number : 0161 234 4651
Email : angela.leckie@manchester.gov.uk

