Manchester City Council
Report for Resolution

Report to: Executive – 11 September 2019

Subject: Manchester Science Park Strategic Regeneration Framework update.

Report of: Strategic Director (Growth & Development)

Summary

This report informs the Executive of the outcome of a public consultation exercise with local residents, businesses and stakeholders, on the draft Strategic Regeneration Framework update for Manchester Science Park, and seeks the Executive's approval of the Framework.

Recommendations

i. To note the outcome of the public consultation on the draft updated Strategic Regeneration Framework for Manchester Science Park.

ii. To approve the draft updated Strategic Regeneration Framework for Manchester Science Park, and request that the Planning and Highways Committee take the Framework into account as a material consideration when considering planning applications for the site.

Wards Affected

Deansgate and Hulme

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The SRF will deliver a range of employment opportunities within the Oxford Road Corridor. This district is one of the most economically important areas within Greater Manchester, generating £3 billion GVA per annum and with more job creation potential than anywhere else. Assets within Manchester Science Park and the wider Oxford Road Corridor area are vital to capture the commercial potential of research and innovation. The range of employment opportunities include those in construction through the ten-year development phases, and end use opportunities within both retail and knowledge-intensive sectors including tech, med-tech and digital.

A highly skilled city: world class and home grown talent sustaining the city's economic success	The Manchester Science Park Strategic Regeneration Framework sets out development opportunities to be achieved through the ambitious expansion of MSP. This will ensure that economic benefits from this unique commercial location can be maximised for the benefit of Greater Manchester. The further expansion of MSP is driven by the requirements of both new and existing technology business with the potential for rapid growth, particularly those developing and commercialising new products and processes. The creation of an optimum environment for this sector will assist in developing a high calibre talent pool and retaining talent within with city.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The SRF includes proposals for the delivery of new purpose built student residential accommodation. This development will be aligned with the objectives and aspirations of the city's universities, to meet increasing demand resulting from Manchester's position, within both the UK and internationally, as a leading city for higher education. MSP continues to support a range of training programmes and initiatives to increase the skills of those seeking to work within the science, digital and technology sectors. Occupants within the MSP site have facilitated a number of apprenticeships and enterprise / training programmes.
A liveable and low carbon city: a destination of choice to live, visit, work	The delivery of high quality public realm is a critical component of the future expansion of MSP. Adding high quality public realm will improve the local communities' experience of MSP as a place to walk through and dwell. It will also ensure the delivery of an environment that appeals to future commercial occupiers, and create a fitting environment for occupants to showcase the world-leading work and activities that are taking place at MSP.
A connected city: world class infrastructure and connectivity to drive growth	The MSP site will benefit from continued investment and enhancements delivered in relation to the city's public transport infrastructure. The framework promotes a modal shift from a reliance on car travel to the site, utilising the location's strong sustainable transport links including the recently delivered bus priority scheme, the Metrolink network, cycling infrastructure and walking routes that connect the MSP site and Oxford Road Corridor with the city centre and Hulme.

Full details are in the body of the report, along with any implications for

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

None

Financial Consequences – Capital
None

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Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the officers above.

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- Report to Executive – Manchester Science Park Draft Regeneration Framework – 12 March 2014

- Report to Executive – Manchester Science Park Draft Regeneration Framework – 3 September 2014

- Manchester Science Park – Strategic Regeneration Framework September 2014

- Draft updated Manchester Science Park Strategic Regeneration Framework – August 2018

- Report to Executive – Manchester Science Park Strategic Regeneration Framework Draft Update – 14 November 2018

1.0 Introduction

1.1 On 14 November 2018, the Executive endorsed, in principle, the draft Strategic Regeneration Framework (SRF) update for the Manchester Science Park (MSP) and requested that the Strategic Director undertake a public consultation exercise in relation to it.

1.2 This report summarises the outcome of the public consultation on the framework.

2.0 Background

2.1 The SRF sets out a refreshed strategy for the delivery of the expansion and intensification of the Manchester Science Park, establishing a globally leading urban science park.

2.2 The 2018 SRF update detailed the opportunities for sites within MSP that have the potential to further contribute to employment growth, which could be acquired and redeveloped, or refurbished, alongside the creation of new associated public realm. The MSP site also includes the potential for a purpose-built, student accommodation block and food and beverage provision to support the commercial activity in the area.

2.3 The MSP SRF has been developed alongside the Oxford Road Corridor Strategic Regeneration Framework Guidance (SRFG). This will ensure a holistic and aligned regeneration approach across one of the city region's most important economic areas. The Oxford Road Corridor SRFG is considered elsewhere on this agenda.

2.4 Manchester Science Park is located within the Oxford Road Corridor, a district which includes: world class higher-education institutions; a leading research and teaching hospital; a rich range of cultural facilities; and over 80,000 jobs, many of which are in knowledge intensive sectors, including health, education, professional, scientific and technical sectors. The diverse function of the Oxford Road Corridor means that it is critical that any development plans brought forward are aligned with the overarching strategy and ambitions for the area.

3.0 Corridor Strategic Spatial Framework Guidance

3.1 In March 2018, the Council's Executive approved the Oxford Road Corridor Strategic Spatial Framework (SSF) which provided guidance for the future development of the area. A Strategic Regeneration Framework Guidance (SRFG) document has since been produced which provides further detail relating to four specific sites within the Oxford Road Corridor area.

3.2 The purpose of the SRFG is to establish site-specific urban design, place-making and development principles for four specific sites, which do not currently benefit from an endorsed development or regeneration framework

(with the exception of Site D which falls within the First Street development area). These sites are:

- **Site A: Upper Brook Street**
- **Site B: Former Elizabeth Gaskell Campus**
- **Site C: Birchall Way**
- **Site D: Wilmott Street**

3.3 The vision and proposed uses set out within the MSP SRF are fully aligned with the Oxford Road Corridor SRFG, and will provide development that is complementary to these sites.

3.4 A report will be presented to a future Executive setting out the current context around provision of student accommodation within the city and particularly the city centre. It will be informed by the MSP SRF and Oxford Road Corridor SRFG and we will engage with local members.

3.5 The MSP site incorporates now defunct sites within the UoM estate that have been identified for alternative uses. One such is a former sports hall that is seen as an appropriate site for PBSA due to its existing location on pedestrian routes to Oxford Road and proximity to campus.

4.0 The MSP SRF Consultation Process

4.1 Council Officers presented an overview of the SRF document to a meeting of the Aquarius Tenant and Resident Association on 11 December 2018. Consultation letters were then sent out on 19 March 2019 to 2,301 local residents, landowners, businesses and stakeholders, informing them about the public consultation, how to participate and engage in the consultation process, and where to access the SRF document. The draft framework was made available on the Council's website from 20 March 2019, and comments were invited on this.

4.2 The formal consultation closed on 3 May 2019, following a six-week period of consultation.

4.3 The City Council received 9 responses to the consultation on the Strategic Regeneration Framework, broken down as follows:

- 6 from individual residents
- 1 from a higher education institution
- from statutory/public organisations

4.4 During the Council's consultation, Manchester Science Partnerships also held two consultation events: one for members of the public; and another for existing MSP customers, to present the draft framework. Additionally, a drop-in session was held on 9 April 2019 at the Aquarius Centre.

4.5 Following the Council's consultation, Manchester Science Partnerships also held a site tour for local residents on Thursday 4 July 2019. Invitations were

sent to local tenant associations and other organisations and interest groups. Four people attended the site tour and overall the feedback was positive.

5.0 Consultation Comments

5.1 As a result of the consultations, a range of issues were raised by the respondents. They can be assigned to the following broad categories, and are summarised below:

- Accessibility
- MSP Occupiers
- Ecology and green infrastructure
- Development heights
- Amenity provision
- Construction impact
- Parking and traffic management
- The impact on existing residents
- Consultation process
- SRF document

Accessibility

5.2 A number of comments received were supportive of the planned development of MSP. Specific comments included:

- Pedestrian linkages through the site were enhanced within the SRF area, with a good amount of lighting included.
- The cycle storage facilities within the site are well used and successful.
- Closing Pencroft Way to vehicles would have a positive impact on the local area.

MSP Occupiers

5.3 A respondent questioned whether the site would be accessible by residents as detailed within the framework. Particular reference was given to gates blocking entrance to the site on weekends.

5.4 Two respondents referenced a historic case of environmental pollution from a previous occupant, which resulted in the tenant being asked to leave the Manchester Science Park. One respondent added that a restriction to 'offices only', should be imposed on tenants wishing to take space in the direct vicinity of residential properties along Greenheys Lane.

Ecology & green infrastructure

5.5 A high proportion of the individual responses received related to ecology and green infrastructure, in particular concerns about loss of greenspace, other types of green infrastructure and biodiversity. Particular reference was made about the mature trees that line a number of streets in and around the site; a

grassed area that has been earmarked for a multi-storey car park; and a grassed area outside BASE (formerly Hillel House) that hosts bluebells in the spring.

Development heights

5.6 A number of resident respondents expressed concern that the indicative heights of the proposed buildings have increased from 4/5 storeys in the 2014 SRF to 5/6 storeys within the 2018 version. It was added that six storey buildings may block light and direct sunshine to existing residential blocks. Two respondents requested that taller buildings are moved to the eastern side of Lloyd Street North, away from residential homes.

Amenity provision

5.7 A single respondent questioned the need for an increase in the number of retail units and food and beverage provision, and the competition this will bring to local shops.

5.8 Another respondent wanted to see the proposed car park accessible to local residents in addition to visitors and those employed at the science park.

Construction impact

5.9 One respondent raised concerns relating to disruption that may occur during the construction at MSP, in particular, noise and disruption of Wi-Fi and 4G connectivity, which has occurred during previous phases of development.

Parking & traffic management

5.10 One resident felt that the expansion of MSP would lead to an increase in traffic on the roads surrounding the site, resulting in an increase of pollution for residents. This respondent also added a concern about dangerous driving around the vicinity of the MSP.

Impact on existing residents

5.11 Whilst a respondent acknowledged that it felt safer walking from UoM towards the eastern end of the Science Park, they added that the level of lighting would impact on the adjacent residential properties.

5.12 A single respondent commented that there may be an increase in litter and waste, although they weren't specific on where the waste may come from.

Consultation process & SRF Document

5.13 A respondent commented that they felt that the public consultation event undertaken by Manchester Science Partnerships had not been inclusive of all the residents in the area, adding that they had been excluded from this process.

5.14 One respondent felt that the length of the document was off-putting and repetitive.

Statutory public body responses

5.15 The specific comments submitted by TfGM in response to the consultation are summarised below:

- Most 'business park' locations are accessed primarily via car. Given the location and proximity of Manchester Science to the regional centre, there is an opportunity to ensure access to sustainable modes of transport. This will also play a key function in the place making strategy for MSP, with the site currently functioning as a suburban business park with access predominantly by car.

- To fully assess whether the proposed multi-storey car park provides an appropriate level of spaces, it would be beneficial to understand current levels of parking and anticipated demand created through the creation of new commercial floor space. If demand is based on the 2011 modal split (Ordnance Survey) for MSP, the levels of parking required at MSP would exceed the levels provided within the proposed multi-storey car park.

- Transport modelling may be required to understand the impact of proposals, around the local road network.

- The SRF's aspiration to improve access to sustainable modes of transport could be more ambitious. Due to the location of MSP, there is scope to increase the amount of sustainable travel improving pedestrian connectivity and cycle access to the site needs. This could include:
    - Amenities to support sustainable transport modes, including shower facilities and increased cycle storage.
    - The relocation and provision of new bus stops
    - Improving pedestrian connections from the Oxford Road Corridor and the universities.

5.16 There was also a response from a higher education institution based in the area, as follows:

- Support was given to the proposed demolition and development of the current building at the McDougall site into PBSA.
- Whilst support was provided for the car-free aspirations of the site, consideration must be given to times of the year when vehicular access is necessary, for example at the start and end of student tenancies.
- Continued engagement was requested between MSP and the organisation. They also request further consideration into the scale and density of the McDougall site.

5.17 Historic England North West were also consulted. They have recommended that the local authority conservation officer and appropriate archaeological

staff be engaged to advise on the historical environment and any impact on historical assets.

6.0 Response to Comments

Accessibility

6.1 The Manchester Science Park is accessible to members of the public and Manchester Science Partnerships encourage people to use the connections provided in the area. The proposed development of the site provides further opportunities to enhance the functionality and quality of these connections, as highlighted in some of the responses in support of the scheme. The delivery of these improvements has already begun, with the completion of the Bright Building which has created high quality public realm and additional access through the site.

6.2 The proposals provide the opportunity, through the delivery of new development, to strengthen linkages with Hulme and the local community by addressing the building frontages on Greenheys Lane. Currently these are inward facing and turn their back on the local community. The SRF sets out the opportunity to provide new amenities for the use of MSP occupants and the wider community. MSP confirmed that the site is at no time gated, and this would continue to be the case.

Potential tenants

6.3 Neither the City Council nor Manchester Science Partnerships are aware of any case of environmental pollution from previous tenants. Extraction from MSP buildings have extraction filters fitted, which prevent chemicals being released during the extraction process.

6.4 The existing Greenheys building located on Greenheys Lane is primarily for office use, but does also include some ancillary laboratory space. This space within the building has recirculating self-filtered fume hoods. The SRF sets out principles and a framework for the future redevelopment of a number of buildings along Greenheys Lane, which includes the provision of commercial uses and purpose built laboratory and workspaces' that will support the growth of the science and technology focussed businesses in line with Manchester's Core Strategy.

6.5 Detailed planning applications would be subject to technical assessments and further consultation, which would demonstrate how the proposals avoid adverse impacts to residents, including in relation to air quality and noise. Any detailed proposals would be required to satisfy all relevant legislation and planning policy.

Ecology & green infrastructure

6.6 A key focus of the SRF is the creation of an environment that appeals to future occupiers, and creates amenity value for existing tenants and local

communities. The masterplan supports the creation of a central, predominantly green space, which will provide a focal point for the area, together with a network of smaller squares and plazas. The delivery of new and enhanced public realm, which will be facilitated by the closure of Pencroft Way and removal of vehicles from the site, provides an opportunity to better support existing ecology on site and enhance biodiversity through new tree planting. This proposal will also improve the pedestrian experience.

6.7 An ecologist has undertaken an initial survey of the existing MSP site. This survey has concluded that the bluebells referenced in the consultation responses are either Spanish or hybrids and therefore do not have protection as native bluebells. Further ecological survey work will be undertaken across the wider MSP site in due course. Any detailed planning applications which are brought forward will be required to be supported by a detailed ecology survey, which would recommend measures for protection as required and for enhanced biodiversity.

6.8 Whilst some of the existing grassed space in the MSP site is proposed for development, such as for the multi-storey car park, these areas provide little amenity in their current form, and will be more than offset by the new and improved public realm proposed by the SRF. Contrasting views were provided regarding this site, with one resident commenting that this would have a detriment impact on the area, and another stating the multi-storey car park was a better use for the site.

6.9 The new public realm and green infrastructure proposed as part of the SRF will include new tree-planting and other measures to support bio-diversity. Masterplanning of the site has been designed to take account of existing trees and to ensure retention where possible, particularly the better quality and mature trees. As detailed proposals are developed for the Hillel House site, consideration will be given on how the mature trees to Greenheys Lane can be retained within the scheme. If it is not possible to retain a tree, the requirement will be in line with the Council's policy on tree replacement, which will require three trees for each one removed.

Development heights and density

6.10 As the Manchester Science Park is located in the city centre, density is generally higher than comparable science parks that are within out of town locations. As the proposals set out an increase in density, any detailed planning application will have to demonstrate that they account for established urban design objectives and protect existing resident amenities, in line with relevant planning policies.

6.11 Any impact that development may have on existing rights to light, sunlight and daylight, will be assessed and considered as part of the detailed planning application process.

6.12 The rationale for an increase in building heights within the MSP site is attributed to increased demand for occupier space on the park, which will lead

to the creation of additional jobs. The revised height limits proposed are deemed to be appropriate for the development as a whole.

Amenity provision

6.13 With the expected growth of the Manchester Science Park, both in terms of workers and residents, there will be a need to provide some local retail provision. As development is delivered within the MSP site, demand for amenities in the area will be monitored and provided as required.

6.14 The current car parking provision within MSP is paid for by tenants of the Science Park and allocated accordingly. Therefore, assigning these for resident use would not be possible. Resident parking is discussed in section 7.21 of this report.

Impact of construction

6.15 Planning applications brought forward within the MSP site will require a detailed construction management and logistics plan to be agreed with both Environmental Health and Highways, in advance of any construction works commencing, to demonstrate how the activity would be managed to minimise impact on residential amenity. This would consider a number of measures including: hours of operation; air quality; construction traffic; construction and demolition methods to be used; and measures to control the emission of dust and dirt during construction.

6.16 An initial baseline TV and Radio Survey was undertaken in May 2019 in respect to the former Hillel House site. This report concludes that there would be no impact on television signals in the surrounding area arising from a five storey scheme. For radio transmissions, weakening of signal in the immediate shadow of the building is possible, but potential impacts are limited due to variable signal strength and the robust nature of radio services, so that it is expected that no noticeable effects would occur in practice. If impacts do occur, the likely mitigation would be replacement of the receiving aerial with a more directional or higher grain aerial, and replacement of terrestrial reception equipment with satellite reception equipment or cable, but only where this is attributable to the development. This will be checked through an impact assessment post completion of the development.

6.17 The report also contained an assessment of mobile phone networks in respect of the next phase of development at Manchester Science Park. The report considered the baseline position of the four main mobile networks and the predicted future impact following development. In the existing situation, there is good coverage for all networks in most locations. In the future situation, it is likely that coverage will still be good for all networks in all location, with a slight reduction for one network in one location close to the planned building on the Hillel House site; overall there is a minimal impact.

6.18 In respect of WiFi, the study advised that signal strength is determined between the provider, and the point of connection into the home / business,

and the receiver equipment. The wireless signal emits from the hub / router, within the demise, so disruption would only be caused by the service provider equipment or the building user's layout. The introduction of new development would not affect WiFi signal.

6.19 All future planning applications for buildings in excess of four storeys will need to be supported by a further TV and Radio Reception Survey, to consider any potential for interference and make recommendations for any mitigation required.

Parking and traffic management

6.20 As well as comments made by individual residents, the points below also address the response made by TfGM.

6.21 The Council operate a resident parking scheme in the vicinity of MSP. This currently has two areas: Arnott Crescent to the south; and Monton Estate to the west. Denmark Road is one of the key areas currently affected by on-street parking. It is currently subject to a variety of restrictions that limit parking, but there are also large areas where on-street parking is allowed. As part of the Bright Building proposals, MSP has agreed a revised scheme of Traffic Regulation Orders (TRO) with the Council to provide more short-term parking and alleviate some of the issues that occur with congestion. The scheme includes an addition of proposed limited waiting for 30 minutes and 2 hours, with no return within 1 hour. In the future, there may be a requirement to consider further TRO's. This will be explored further with the Council's Highways team and Manchester Science Partnerships.

6.22 The Council is committed to encouraging workers and residents to take up more sustainable forms of transport, reducing the number of private cars used by commuters. The infrastructure being provided in and around the Science Park is planned to take advantage of its position adjacent to public transport routes and improving its linkages to major pedestrian and cycling thoroughfares. MSP will provide high quality public realm, increasing car-free areas and the amount of trees within the locality, all of which will contribute to creating a more pleasant environment.

6.23 The strategy for Manchester Science Park has been designed in line with national and local planning policy to encourage this shift. The level of car parking proposed is considered to be appropriate, and is commensurate with the objective of reducing car travel.

6.24 The provision of the amenities required to support sustainable transport modes such as shower facilities and cycle storage will form part of individual planning applications. MSP's recently constructed Bright Building now provide showers and lockers, a secure bike store, and a kit drying room.

Impact on existing residents

6.25 A number of key measures are detailed within the SRF to mitigate any impact on local residents whilst providing a range of benefits. These include:

- Lighting the site to appropriate levels, to ensure that the area feels safe but will not cause light pollution to the surrounding areas.
- A waste management approach aligned with Council policies, specifically in relation to waste from the student accommodation block. This will be subject to further detail and testing as planning applications are received.
- MSP undertake litter picks throughout the day across the site and the surrounding boundary lines. The landscaping contractor also undertakes a litter pick within the maintenance contract including seasonal clearing of leaves etc.
- Litter bins for general use have been installed following the development of landscaped areas. Any requirement for additional bin provision will be monitored as new development is delivered.

6.26 The SRF also details how the development for the Manchester Science Park will support the delivery of a number of wider associated benefits for Manchester residents. These include:

- Manchester Science Partnerships have a commitment to social and community objectives. These are fully detailed on page 16 of the SRF, but in summary includes: training initiatives and promoting employment; participation and citizen engagement; building the capacity of the voluntary community and social enterprise sector; and promoting environmental sustainability. This would complement the improvement to the wider built environment and the provision of high quality public space.
- The creation of new employment opportunities is a key element of the proposals, which will provide a significant increase in floorspace at a major employment location. The total employment on the site following completion of the MSP SRF proposals has been estimated at 7,500 full time equivalent (FTE) jobs. The project will also provide a boost to the local construction industry over the next 10 years. The construction companies will be encouraged to procure the workforce from local communities, creating a significant level of employment during the construction period. This will be supported through planning conditions in relation to local labour agreements.
- Current MSP customers support a series of initiatives aimed at getting a more diverse mix of young people into careers within science and technology, including through apprenticeships and learning initiatives such as Manchester Sharp Futures, The Juice Academy and CoderDojo.
- The new central space proposed for MSP will introduce a natural, meaningful social and community meeting place. This is the green heart of the development, providing a significant public space and the centre of community activity for occupiers and local residents.

Consultation Process & SRF Document

6.27 As set out in section 4 of this report, in addition to the six week public consultation undertaken by the Council, a stakeholder engagement drop-in

session was hosted by MSP. The session was promoted and open to all members of the local community. A number of methods were used to inform local residents of the engagement drop-in session, in accordance with Manchester's Statement of Community Involvement. This included:

- A leaflet drop to residents and businesses within the consultation boundary. The delivery company were also requested to place copies on notice boards and with the concierge of any apartment blocks.
- Personalised invitations sent to two local schools and the Darul Amaan Mosque.
- The Aquarius Centre displayed the leaflet on their notice board and issued the leaflet via their resident mailing list.
- MSP publicised the engagement drop-in session via their Twitter social media account in the lead up to the session and placed the information on their website.

6.28 Manchester Science Partnerships additionally held a follow-up site tour for local residents on Thursday 4 July 2019, taking them around the Science Park, visiting some of the existing buildings, facilities and public realm, as well as providing information about future plans. Invitations for this session were sent to local tenant associations and other organisations and interest groups, with four people attending the site tour.

6.29 Any future planning applications will be subject to further consultation, where all local stakeholders including residents will be given an opportunity to comment on the detailed proposals. MSP has confirmed that they will ensure that Adactus Housing Association are notified directly in relation to any future applications.

6.30 The SRF has been drafted to be as succinct as possible, whilst providing information about the progress made against the 2014 SRF, the reasons for the update and the refreshed development principles.

Heritage

6.31 There are no heritage assets on, or adjacent to, the MSP site, and early engagement with a local archaeologist has established that there is unlikely to be any archaeology of interest on the site. Engagement on this issue will continue as detailed planning applications are brought forward including with the Council's conservation officer.

7.0 Conclusions

7.1 The enhancement and expansion of MSP represents a key opportunity for the city to capture new opportunities for sustained growth in key sectors such as biotechnology and life sciences, in an increasingly competitive and dynamic global marketplace.

7.2 The SRF proposals would help to drive forward the city's competitive offer as a principal destination for inward investment and employment in key growth

sectors. The plans would also contribute substantially to the further expansion and diversification of the city's economic base in a manner that can be fully aligned with its growth, sustainability and regeneration objectives for the wider benefit of residents across Manchester.

7.3 Specific proposals will require planning applications to be submitted to the Council as local planning authority. All applications will be subject to further public consultation and will be required to be supported by:

- Detailed ecology survey
- Sunlight / daylight impact assessments
- A construction management plan in line with Council policy.

7.4 Following a request from Adactus Housing Association, MSP have confirmed that they will notify them directly in relation to any future planning applications.

7.5 No amendments to the draft updated SRF are proposed arising from the consultation.

7.6 Recommendations appear at the front of this report

8.0 Key Policies and Considerations

(a) Equal Opportunities

8.1 The Manchester Science Park Strategic Regeneration Framework has been consulted on with a wide range of stakeholders, including local residents, existing customers and a number of statutory agencies, enabling all interested parties to engage in the process.

(b) Risk Management

8.2 N/A

(c) Legal Considerations

8.3 If approved by the City Council, the updated Manchester Science Park (MSP) SRF will not form part of the Council's Development Plan but would be a material consideration for the Council as Local Planning Authority.