



Manchester Science Park SRF  
Greenheys Site Addendum **DRAFT**

23 December 2022

# Contents

|                                       |    |
|---------------------------------------|----|
| Executive Summary                     | 3  |
| 1. Introduction                       | 4  |
| 2. Strategic and Policy Context       | 6  |
| 3. The Greenheys Site                 | 9  |
| 4. Site Specific Principles           | 11 |
| 5. General Framework Principles       | 13 |
| Appendix A: Related Policy Objectives | 15 |
| Appendix B: 2018 MSP Masterplan Sites | 20 |

# Executive Summary

This report should be read as an addendum to the Manchester Science Park (MSP) Strategic Regeneration Framework (SRF), endorsed by Manchester City Council's Executive in September 2018. It relates specifically to a site currently occupied by the Greenheys Building and adjacent car park, located within and to the north-west of the framework area. This latest update reflects increased ambitions for the area, following on from the ongoing success of MSP in establishing a world-class science park.

This addendum responds to the opportunity that has arisen for the proposed relocation of an internationally significant health research resource to MSP, right within the heart of the Oxford Road Corridor.

Since 2014, significant progress has been made on delivery of the MSP ambitions, including delivery of the Bright Building at the heart of the park; development of partnerships and initiatives; supporting infrastructure, new multi-functional public realm; and acquisition and redevelopment of the Base Building.

The success of these projects show that Manchester Science Park is moving towards its vision of becoming an exemplar global urban science park. The continued strength of the science, digital and technology sectors and on-going demand from existing customers and potential new occupiers looking to benefit from the agglomeration effects of the Oxford Road Corridor, demonstrate that MSP is still capable of achieving more as the interface between science, research, academia and business.

The strategy to achieve the MSP vision, as identified within the 2018 MSP SRF, includes on-going investment in accommodation and curation of occupiers to meet the requirements of businesses within the key science and technology sectors. This will provide incubation, grow on and high-quality premises for inward investors, spin-outs, start-ups and high growth companies. Ensuring sufficient availability of potential expansion sites and opportunities for higher development density will ensure that the potential of MSP is maximized.

There is now a unique identified opportunity for the health research company's relocation into the City of Manchester, which has come forward since the SRF was approved in 2018, and presents a significantly opportunity for MSP and the Oxford Road Corridor.

The organisation is a uniquely large and long duration health research resource and a key pillar for the Government's genomics and life science strategy, whose data base is globally unique and is one of the most important resources for population health in the world.

This presents a live opportunity that will bring demonstrable direct and indirect socio-economic benefits to MSP and the wider Corridor eco-system, leveraging MSP's advantages in terms of locational clustering with major knowledge and research institutions. Importantly, securing this organisation 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.

To support the relocation of this business and to maximise the associated strategic benefits this will bring to MSP and the Corridor, any future proposed development will need to meet the distinct high specification requirements of the identified occupier and ensure the scheme is viable and deliverable. In the context of the strategic opportunity presented, there is potential for increased quantum and height on the Greenheys Site, subject to proposals demonstrating that they are in accordance with the Development Plan and have addressed all other relevant material considerations, including any impacts on the surrounding area.

A key consideration for any future proposals will be to address the site wide objectives of the MSP SRF 2018 through following a contextual approach to the whole of the MSP area, delivering high quality design and public realm, maintaining key connections and directly supporting a coordinated approach to establishing a world-class science park. Where future proposals depart from the 2018 SRF principles, it will be necessary to be justified in the context of the direct contribution that will be made to the overall vision for MSP, the scale of strategic benefits that will be secured for the Corridor and demonstrating that localised impacts can be appropriately addressed.

This addendum also updates the development principles across the Framework area to reflect the Council's Green and Blue Infrastructure Strategy (2022) and target to be net zero carbon by 2038.

# 1. Introduction

- 1.0. This document provides an addendum to Manchester Science Park (MSP) Strategic Regeneration Framework (SRF) approved by the City Council's Executive in August 2018 and relates to the site currently occupied by the Greenheys Building and two dwellings immediately to the north ("the site").
- 1.1. This addendum also updates the development principles across the Framework area to reflect the Council's Green and Blue Infrastructure Strategy (2022) and target to be net zero carbon by 2038.
- 1.2. This document should be read alongside the MSP SRF 2018 and does not change the overarching principles set out within that document
- 1.3. This framework addendum outlines the ambition and opportunities for successful development in one part of the SRF area. Subject to endorsement by Manchester City Council's Executive and following public consultation, the draft document will be considered as a material consideration in the determination of all planning applications which relate to the sites to which the update relates.
- 1.4. In addition, development proposals within the SRF area will still be required to go through further detailed design development and consultation prior to planning applications coming forward and be assessed against the policies contained within the Development Plan.

## Background to the Addendum

- 1.5. The MSP SRF was originally endorsed by MCC's Executive in 2014 and was subsequently updated in 2018.
- 1.6. MSP is identified within the adopted Manchester Core Strategy as a strategic employment location. Its setting in the Oxford Road Corridor, Manchester's central business and education district, presents an unparalleled opportunity to deliver economic growth and enhanced productivity, by leveraging its locational proximity and partnership working with institutions and organisations operating across science, research, academia and business.
- 1.7. The MSP SRF is intended to guide the development of MSP such that it is able to become a world-class Science Park providing benefit to the city and surrounding communities, and set out a vision based on the following principles:
  - Creation of an innovation ecosystem, leveraging MSP's advantages in terms of locational clustering with major knowledge and research institutions, the wider economic assets of the city and support from stakeholders, to produce commercially viable products and services, encourage entrepreneurship and drive sustainable economic growth.
  - Transformation of the physical environment, and delivery of a prestigious, iconic science park, which raises the profile of MSP and will appeal to national and international occupiers.
  - Getting the property product right for occupiers in key health and life science sectors.
  - Capitalising upon the capacity and scale for expansion – providing modern, flexible units that meet the needs of all occupiers – to ensure that it maximises its contribution to delivery of GM's economic strategy.
  - Creating an environment and facilities that provide opportunities to bring people, resources and links together. Delivering an innovation hub, which can be occupied by high value, knowledge-dependent businesses and foster a sense of community.
  - Enhancing the public realm provision to create a cohesive series of hard and soft landscaping around the perimeter of the site. The public realm will integrate with the landscaping around the Bright Building and enhance pedestrian connections across the Oxford Road Corridor and with adjoining communities.

- 1.8. Since 2014, significant progress has been made in relation to the delivery of MSP ambitions. This includes completion of the Bright Building as the heart of MSP; development of partnerships and initiatives including CityVerve, Mi-IDEA and Med-Tech Incubator; supporting infrastructure, new multi-functional accessible public realm; and acquisition and redevelopment of the Base Building.
- 1.9. The MSP SRF Update (2018) set out a refreshed strategy and detailed the opportunities for sites with potential to further contribute to employment growth, which could be acquired and redeveloped, or refurbished, alongside the creation of new associated public realm.
- 1.10. This latest update reflects the increased ambitions for the area reflecting the ongoing success of MSP as an established centre of Research & Development (R&D) within Manchester and the UK.

## Development Framework – Greenheys Site

- 1.11. This addendum specifically addresses the opportunity to relocate an internationally significant health research resource from its existing premises to a new purpose-built facility within MSP. This presents a live opportunity that will bring significant direct and indirect socio-economic benefits to MSP and the wider Oxford Road Corridor eco-system, strengthening Manchester's Research & Development (R&D) capabilities and world leading reputation for life science and health innovation. Due to the highly specialist requirements of this company, any future proposed development will need to meet the distinct high specification requirements of the identified occupier and ensure the scheme is viable and deliverable whilst being sensitive to the local environment. In the context of the strategic opportunity presented by their relocation, there is potential for increased quantum and height on the site, subject to proposals demonstrating that they are in accordance with the Development Plan and have addressed all other relevant material considerations, including the impact on the surrounding area
- 1.12. It is understood when the MSP SRF (2018) was produced, there was no requirement for wholesale redevelopment of the site, due to Greenheys building having been refurbished in 2014. As such, the MSP SRF (2018) only identifies opportunity for the refurbishment of Greenheys Building alongside a new four storey extension at its eastern end, designed to provide commercial space suitable for start-ups.
- 1.13. The MSP SRF (2018) outlines that the existing Greenheys Building would be extended to the east providing a four storey extension of circa 60,000 sq.ft. of commercial floorspace. It goes on to state more generally that *"the height of any new commercial buildings is proposed to be a maximum of 5/6 storeys."*
- 1.14. The existing building's layout and floorspace quantum is unable to meet the identified company's highly bespoke and specialist requirement and does not represent the best use of the site. It is therefore considered appropriate to update the indicative SRF parameters for the site to allow for a purpose-built development to support the unique opportunity presented.
- 1.15. Securing the company's relocation is expected to make a major beneficial contribution to the existing life science cluster at MSP, as well as having wider strategic benefits for the wider Oxford Road Corridor. In this respect, it will strengthen Manchester's R&D capabilities and world leading reputation for life science and health innovation. Relocation to Manchester supports the Oxford Road Corridor Partnership's strategic vision to *"drive economic growth and self-sustaining clusters of excellence ... such as supporting Manchester to become a world leading centre for Genomics and Data"*, supporting 'Levelling Up'.
- 1.16. A key consideration for any future proposals will be to address the site wide objectives of the MSP SRF 2018 through following a contextual approach to the whole of the former MSP area, delivering high quality design and public realm, maintaining key connections and directly supporting a coordinated approach to establishing a world-class science park. Where future proposals depart from the 2018 SRF principles, it will be necessary to be justified in the context of the direct contribution that will be made to the overall vision for MSP, the scale of strategic benefits that will be secured for the Corridor and demonstrating that localised impacts can be appropriately addressed.
- 1.17. There is also the need to consider how the principles for the MSP framework can be updated to ensure that forthcoming development plays its full part in helping the city to meet its revised zero carbon targets.

## 2. Strategic and Policy Context

- 2.1. The 2018 MSP SRF document set out the planning policies and strategic development context that was relevant at the time. This section considers changes to the economic, planning policy and spatial context since adoption of the 2018 Framework.
- 2.2. The addendum is consistent with the Local Development Plan and supports the Council's strategic regeneration objectives. See Appendix A for relevant updated policy principles, including current environmental policies.

### Strategic Context

- 2.3. Manchester has strong credentials as a science city. The city is using science proactively to develop its economy – this includes work on Advanced Materials and Graphene. The latter being focused on work within the Graphene Institute and the Graphene Engineering Innovation Campus. Both facilities, located in the Oxford Road Corridor, are at the forefront of the city's future success.
- 2.4. Increasingly businesses are looking for benefits from agglomeration, where entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors cluster in locations which can provide business and networking opportunities. Businesses are attracted to locations where there are deep labour markets, offering an exceptional range of highly qualified and skilled staff. Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from clustering.
- 2.5. This is particularly prevalent in the science and innovation sector where education facilities, hospitals and workspace, particularly for small and medium sized enterprises sit alongside each other. The Oxford Road Corridor is the epitome of the success of agglomeration, becoming one of the most distinctive and successful districts in Europe. As part of the Oxford Road Corridor, MSP provides the ideal environment to support the growth of the science and innovation sector at MSP and harness the agglomeration benefits that the educational and health sectors present.
- 2.6. The Oxford Road Corridor is a key driver of, and provides further opportunity for, accelerated high value-added economic growth in the knowledge economy and therefore enhanced productivity for the City Region. It provides an estimated contribution of £3 billion GVA per annum, consistently accounting for 20% of Manchester's economic output over the last 5 years.
- 2.7. The award of Enterprise Zone status for the Oxford Road Corridor Manchester has significantly assisted in creating clusters and has further acted to provide significant new incentives for businesses to locate in Manchester. Economic growth has also been supported by Manchester's expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure, which has deepened labour markets.

### Manchester Science Park SRF (2018)

- 2.8. The strategy identified within the 2018 Manchester Science Park SRF includes ongoing delivery of workspace designed to meet the requirements of businesses within the key science and technology sectors. This will provide incubation, grow on and high quality premises for inward investors, spin-outs, start-ups and high growth companies.
- 2.9. The regeneration context of MSP has continued to evolve since the 2018 SRF was adopted. Key developments include:
  - MSP is now home to more than 150 innovative businesses and the average occupancy continues to remain high. A number of buildings maintain a 95%-100% occupancy.
  - Base building reached practical completion in July 2022, offering 91,000 sq ft commercial floorspace across 5 storeys;
  - Construction of the Bright Building, a five-storey commercial building targeting SMEs and startups;

- Pedestrian linkages and public realm have been enhanced within the SRF area, and cycle storage facilities within the site are well used and successful.
  - Development of partnerships and initiatives, including CityVerve, Mi-IDEA and Med-TECH Incubator;
  - Ongoing support for a range of training programmes and apprenticeships, including for local schools; and,
  - Continued business support through events and services.
- 2.10. The success of these projects show that Manchester Science Park is moving towards its vision of becoming an exemplar global urban science park. The continued strength of the science, digital and technology sectors and on-going demand from existing customers and potential new occupiers looking to benefit from the agglomeration effects of the Oxford Road Corridor, demonstrate that Manchester Science Park is still capable of achieving more as the interface between science, research, academia and business.
- 2.11. Ensuring sufficient availability of potential expansion sites and opportunities for a slightly higher development density allows for the delivery of an increased quantum of floor space in a way that is appropriate to the site and will ensure that the potential of MSP is maximized.
- 2.12. In summary, the spatial context of MSP has continued to evolve since adoption of the 2018 Framework. Regeneration objectives around this part of the city are being realised and there remains evidence of continued strong demand and development activity, emphasizing the need to maximize the contribution that sites across MSP make to the continued growth of the city

## Oxford Road Corridor Strategic Vision to 2025 and Corridor SSF

- 2.13. 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 is home to an exceptional group of knowledge intensive organisations and businesses; 74,445 students and a workforce of over 71,700 within one of Europe's fastest growing cities.
- 2.14. Oxford Road Corridor's Manchester's strategic vision for 2025 sets out strong ambitions to be;
- "Manchester's cosmopolitan hub and world-class innovation district, where talented people from the city and across the world learn, create, work, socialise, live and do business; contributing to the economic and social dynamism of one of Europe's leading cities".*
- 2.15. 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) (September 2019) document has since been produced which provides further detail relating to four specific sites within the Oxford Road Corridor area. These sites are: Upper Brook Street, Former Elizabeth Gaskell Campus, Wilmott Street (Former Salvation Army) and Birchall Way.
- 2.16. The area has an internationally significant combination of public and private sector partners committed to bringing forward new investment in academic excellence, research and commercialisation.
- 2.17. Over a ten year period, committed and planned investment in the Oxford Road Corridor will further reinforce its status as one of the most distinctive and remarkable innovation districts in Europe. Between 2015 and 2025, committed and planned investment of the major institutions alone is estimated at £2.6 billion.
- 2.18. The Corridor SSF identifies key principles which are important to achieving its strategic vision and among these is to champion transformational investment and to identify the future potential for underutilised land and buildings or low-quality existing developments to be redeveloped. The SSF highlights the intention to broaden the benefits of clustering through good quality and legible north-south and east-west connections.

## Policy Context

### Adopted Manchester Local Development Plan

- 2.19. The Local Development Framework (LDF) is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. The Development Plan comprises:
- Manchester Core Strategy (2012);
  - Manchester Proposals Map (2012);
  - Guide to Development in Manchester Supplementary Planning Document (2007);
  - Saved Policies of the Manchester UDP (2005);
  - Greater Manchester Joint Waste Development Plan Document (2012); and
  - Greater Manchester Joint Minerals Plan (2013).
- 2.20. The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.
- 2.21. The UDP was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced, however, several policies were saved on 11 July 2012 and remain extant.

### National Planning Policy Framework (NPPF)

- 2.22. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate, and necessary to do so. The NPPF must be considered in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.
- 2.23. The current NPPF (2021) represents an update to the NPPF document referenced within the 2018 SRF, however the overarching principles remain the same.
- 2.24. The NPPF articulates the priorities of the Plan for Growth within planning policy, and centres around a 'presumption' in favour of sustainable development, supporting proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth making economic, environmental, and social progress for future generations.
- 2.25. The NPPF also sets out the government's commitment to ensure the planning system does everything in its power to support economic growth and not act as an impediment to it. It identifies the need for Local Planning Authorities to support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area.

# 3. The Greenheys Site

## The site

- 3.1. The site is located in the north-west corner of MSP, which is located within the Oxford Road Corridor in Manchester, within the Hulme Ward. The site is bound to the north by the McDougall Centre and garage, which runs up to Burlington Street; and immediately to the west by Greenheys Lane. The five storey Base Building, which reached completion in July 2022, is located immediately to the south of the site. Pencroft Way is located to the east and Greenheys Lane is located to the west.
- 3.2. The site covers an area of 5,630.456 sq.m, and comprises plots 07, 42-H and 33 identified in the 2018 MSP Masterplan and has been extended slightly to the north to include part of plots 42-J, 42-Ka and 42-Kb (see Appendix B). The regeneration principles for plots 42-J, 42-Ka and 42-Kb and for all other plots identified in the 2018 MSP Masterplan remain the same and will be address through the planning process at a later stage.

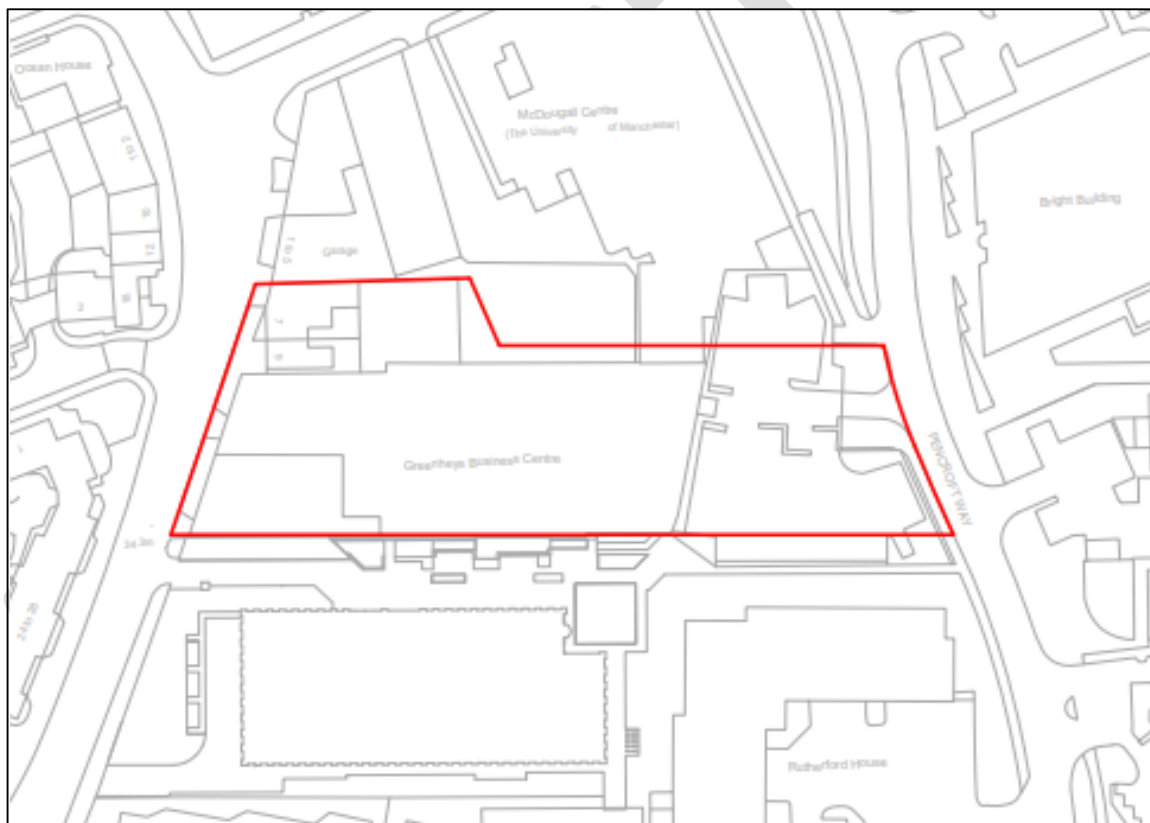


Figure 3.1 Site Boundary (within the context of the MSP SRF).

## The Opportunity

- 3.3. There is now a unique identified opportunity for an internationally significant health research resource to create their UK hub in a new purpose-built facility within MSP, which has come forward since the SRF was approved in 2018, and which presents a significantly greater opportunity for MSP and the Oxford Road Corridor than was previously anticipated.
- 3.4. This company has a large-scale biomedical database, containing in-depth genetic and health information. They enable academic and commercial researchers to investigate the relevance of lifestyle, environmental and genomic exposures for developing life-threatening and debilitating diseases, including cancer, cardiovascular disease and dementia. Since 2012 they have enabled 28,000 researchers in over 2,700 research projects to generate 3,400 publications (69,000 citations) and 275 patents. Additionally, they were responsible for the only

pre and post-SARS-CoV-2 imaging study at scale. The company seeks to create a new 'Development Hub' at MSP, which would support industry engagement, building on their existing strong relationships with global pharma and data science companies. They are intending to work with the University of Manchester, Health Innovation Manchester (HIM), and the Medicines Discovery Catapult (MDC) if they are able to locate into MSP. The company needs to relocate from their existing premises due to the need for more modern storage, more specialist laboratory facilities, and to be closer to the University of Manchester for collaborative research opportunities and talent attraction and retention. MSP has been identified by the company as its preferred location to meet the specialist nature and size of their requirements.

## Strategic Benefits

- 3.5. The company's relocation will allow them to benefit from the enhanced access to the established Oxford Road Corridor R&D ecosystem, and further strengthen the Corridor's cluster of excellence. The location proposals have direct support from the University of Manchester ("UoM"), in recognition of the opportunity this presents to build strong synergistic links with the science and research community. UoM researchers are now the most significant users of this organisation in the North of England.
- 3.6. The accommodated uses are expected to be characterised by high-growth and high productivity, benefitting from a strategic location within MSP, co-location with similar companies, and proximity to assets along the Oxford Road Corridor. The effects of agglomeration, knock-on effects of consumer spending through the wages spent by employees, and additional spending in the supply chain by businesses accommodated onsite will provide a further boost to the local economy.
- 3.7. Furthermore, the proposed new archive and development hub at the proposed development will support a range of strategic and economic benefits including:
  - **Supporting academic advances in the Life Sciences sector:** This includes through:
    - Enhancing the organisation's research capacity by increasing usability and accessibility of the archive. The number of research projects and publications forecast to increase significantly.
    - Supporting the organisation to scale up and expand academic, NHS and commercial partner collaboration including with University of Manchester, Health Innovation Manchester (HIM), and the Medicines Discovery Catapult (MDC), Manchester's Stoller Biomarker Discovery Centre and Christabel Pankhurst Institute.
  - **Supporting SMEs and start-ups:** the new hub would provide a dedicated resource to promote further industry engagement focusing on UK SMEs and start-ups, building on the company's existing relationships with pharma and data science companies and its experience supporting multiple start-ups.
  - **Driving clustering and agglomeration:** The internationally significant health research resource would add to the critical mass of assets on the Oxford Road Corridor and contribute to its role as a recognised centre for Life Sciences, attracting further businesses keen to locate in one of the country's key innovation districts.
  - **Building on Manchester's research strengths:** Manchester is becoming a leading cluster for personalised healthcare, with internationally recognised assets in biomarker science, genomic medicine, and cancer. The company looking to relocate to the City of Manchester will make a significant contribution to accelerating Manchester's research capabilities and strengths in this area.
  - **Raising Manchester's international profile:** The company is a globally recognised unique UK asset used internationally with researchers from 92 countries. The relocation will therefore further enhance the international standing of Manchester and its burgeoning Life Sciences sector.
  - **Creating new talent and graduate employment opportunities:** As the organisation expands its operations in Manchester, they will create new employment opportunities for residents and graduates.

## 4. Site Specific Principles

- 4.1. Given the continued demand from occupiers seeking to locate at Manchester Science Park, there is identified scope to be more ambitious and ensure that the unique opportunity offered by the proposed relocation is maximised for the benefit of MSP and the Corridor. It will support the vision and strategic objectives for MSP through its direct contribution to the Oxford Road Corridor's locational clustering of major knowledge and research institutions.
- 4.2. The overarching development principles of the 2018 Framework remain in supporting a comprehensive approach to the whole of the former MSP area, with a high quality of public realm, key connections, and a single coordinated approach to establishing a world-class science park.

### Development Principles – Greenheys Site

- 4.3. The future proposals to support the company's relocation will need to meet the distinct requirements of this occupier to maximise the associated strategic benefits they will bring to the Oxford Road Corridor and support the scheme's viability and deliverability. A key consideration for the future proposals will be to address the site wide objectives of the MSP SRF 2018 and seek to address any impacts on the local area and community. In this context there is potential for increased quantum and height on the site, subject to the detailed assessments that will take place during the consideration of detailed planning applications, and have addressed all relevant material considerations, including impact on the surrounding area.
- 4.4. Due to the specialist nature of their work, the company requires their labs to be designed to Containment Level 2 (CL2), a high specification laboratory standard used for deliberate work with micro-organisms and genetically modified organisms that could potentially cause disease in humans or harm the environment. It would not be viable to retrofit existing floorspace within MSP to meet this standard. To secure the opportunity it is anticipated the future proposals will need to deliver a greater quantum of floorspace on the site than originally identified in the 2018 masterplan.
- 4.5. With regard to the site, the MSP SRF (2018) only identifies opportunity for the refurbishment of the existing Greenheys Building alongside a new four storey extension at its eastern end; However, the existing building's layout and floorspace quantum does not meet the requirements of the target occupier and as such does not represent the best use of the site. It is therefore considered that there is an opportunity and rationale for increasing the flexibility of the SRF parameters for the site to meet the functional requirements of a specific purpose built development, and in turn support the unique added value opportunity this presents.
- 4.6. It is currently assumed that there will also need to be small adjustment to the plot boundary and this will need to be refined through detailed design.
- 4.7. The following development principles should apply to the site on this basis:

### Use and Massing

- 4.8. As defined in the 2018 Framework, commercially-led mixed use development on the site is consistent with the Development Plan. The site is of sufficient scale and presents an opportunity to accommodate a larger building, subject to being designed in the context of the wider MSP masterplan and other surrounding uses and buildings beyond the the SRF boundary.
- 4.9. There is an opportunity for provision of additional height on the site, above that identified within the indicative MSP masterplan, subject to being robustly justified in the context of the direct contribution that will be made to the overall vision for MSP, the scale of strategic benefits that will be secured for the Corridor and demonstrating that localised impacts can be appropriately addressed.
- 4.10. In this context, the scale and massing of building form should respond to its surrounding context, including existing buildings in surrounding areas, the indicative proposals contained within the 2018 MSP SRF and to the Base and Bright buildings. Any proposed massing would also be required to be stepped-back from Greenheys Lane, consistent with the building line for the adjacent Base building, to provide additional separation from the residential properties to the west

- 4.11. As referenced above, the proposed massing of the development will need to be carefully considered and justified as part of any future detailed planning application for the site.

## Further Consideration to Be Tested at Planning Stage

### Environmental Considerations

- 4.12. Early consideration of potential sunlight and daylight impacts, noise, air quality, highways and servicing, and privacy is recommended. Any development should be orientated to balance the need to maximise daylight penetration on the development itself whilst also seeking to ensure any associated environmental impacts are mitigated as far as possible, as well as maintaining the development potential of neighbouring plots within MSP.
- 4.13. The future proposals should demonstrate how these items have been assessed and seek to minimise any environmental impacts on surrounding residential areas.

### Public Realm

- 4.14. Linking to established connections through MSP into the wider area is an important consideration, consistent with the wider vision for MSP and the Oxford Road Corridor. The MSP 2018 SRF sought to strengthen connections through the neighbourhood, particularly between the Oxford Road Corridor and the communities of Hulme and Moss Side to the west and south, to ensure that the benefits of growth are shared.
- 4.15. Consideration should be given to how the proposed building can be sensitively integrated into the site through the provision of hard and soft landscaping. There is an opportunity for public realm provision extending from Burlington Street down to the south-east corner of the proposed building and extending eastwards to marry up with the landscaping implemented as part of the development of the Bright Building.
- 4.16. The following principles should be carefully considered:
- High quality boundary treatment and a robust operational management strategy will be required to ensure the proposals maintain or enhance the pedestrian environment along Greenheys.
  - The existing east / west pedestrian route will be maintained along the site's southern boundary.
  - Proposals will also be required to provide accessible parking and cycle parking within MSP.
  - There is an opportunity for development to include contribution of public realm enhancements to the ongoing pedestrianisation of Pencroft Way to provide a more pedestrian friendly and connected urban and green environment.
  - The development should be designed so that movements are clearly legible and accessible by all, providing an efficient network across MSP, and into the wider area. An equal focus should be given to pedestrian and cycle permeability for the site, especially the west-to-east connection between Greenheys Lane and Pencroft Way.

### Highways

- 4.17. The development should consider connections to the existing public highway system and ensure it maintains safe, secure, and appropriate pedestrian access to the Oxford Road Corridor.
- 4.18. Servicing or access arrangements should be justified in respect of occupier specific operational requirements and a supporting servicing strategy that seeks to mitigate any impacts.
- 4.19. Consideration should also be given to balancing the servicing needs with pedestrian/cycle movement through the site.
- 4.20. In line with the 2018 MSP SRF, this addendum will promote a shift from a reliance on car travel, utilising the location's strong sustainable transport links including buses, the Metrolink network, cycling infrastructure and walking routes that connect the MSP site and Oxford Road Corridor with the city centre and Hulme.
- 4.21. It is considered appropriate for the site to be car free, consistent with the 2018 MSP SRF that set out the intention to rationalise parking provision within the framework area. Proposals will need to demonstrate that they will avoid increasing on-street parking in the local area through the provision of sufficient car parking within the MSP SRF area and via the implementation of a robust Sustainable Travel Plan.

# 5. General Framework Principles

- 5.1. Since the 2018 Framework Update was endorsed, a new emphasis has been placed on Climate Change, Biodiversity and Green and Blue Infrastructure (See Appendix A for relevant policy). This section has therefore been updated to strengthen the principles and approach to be taken within planning applications in this regard.

## Place Making and Public Realm

- 5.2. This addendum will maintain the broader public realm strategy set out in the 2018 SRF, which included the closure of the northern end of Pencroft Way to enable the provision of new and enhanced areas of functional public realm. Completion of the Bright Building enabled delivery of the first phase of enhanced public realm for MSP and has provided high quality and functional open space, including enhanced pedestrian routes.

## Green and Blue Infrastructure

- 5.3. As part of this strategy, there is an absolute need to recognise and work with the area's green and blue infrastructure. The Manchester Green and Blue Infrastructure Strategy (2015, refreshed in 2022) sets out objectives for environmental improvements within the city in relation to key objectives for growth and development. It sets out the vision that *"By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods"*.
- 5.4. In accordance with the LPA's application validation requirements, planning application proposals will be expected to be supported by a robust Green and Blue Infrastructure Statement which clearly demonstrates the measures taken to enhance the connections to and quality of those assets, in line with policy.
- 5.5. Further to this, Flood Risk and Surface Water Drainage has been identified as a key issue which future developments across the framework area will need to address in a sustainable manner. Future development must include a robust approach to its flood risk and drainage strategy. This should highlight how the proposals will not increase flood risk and have an ambition of reducing the impact of increased surface water drainage on the sewer network.
- 5.6. Linked to the above, early thought should be given by developers to incorporating an overall strategy for sustainable surface water management within their developments.
- 5.7. In accordance with National Policy and Core Strategy policies EN14 & EN17, the following should be implemented by schemes, unless site specific constraints mean that this is not possible to create a deliverable scheme:
- Incorporation of sustainable drainage systems – including above ground systems for storage and conveyance of surface water - into development proposals unless there is clear evidence that this would be inappropriate.
  - Incorporating soft landscaping to reduce amounts of hard surfacing.

## Biodiversity

- 5.8. Manchester was the first city in England to sign the Edinburgh Declaration – a global pledge registering concern about biodiversity loss and signaling the city's commitment to tackling the twin challenges of the biodiversity and climate crises. The recently introduced Manchester Biodiversity Strategy (2022) focuses on the need to conserve, protect, and enhance biodiversity in the city for current and future generations.
- 5.9. It will be necessary for a Biodiversity Survey to be undertaken prior to any proposed development commencing to establish the baseline and proposals should seek to deliver Biodiversity Net Gain (BNG).

## Climate change and Net Zero

- 5.10. To support the Council in achieving its 2028 Zero Carbon target for new developments in the city, the design of future regeneration proposals should consider how they can best minimise their impact on climate change.

- 5.11. New developments within the SRF area should not only seek to exceed policy standards, but also demonstrate how they have explored the feasibility of collaborating with other landowners in the interest of driving the most sustainable and efficient solutions to reduce energy and carbon emissions.
- 5.12. It will be essential for future development proposals within the SRF area to positively contribute towards the City Council's target to achieve net zero in new developments by 2028. Landowners will be required to produce an agreed Climate Change and Sustainability Action Plan that establishes energy reduction and carbon saving targets for future developments and commits landowners to achieving them as part of future development proposals.

DRAFT

# Appendix A: Related Policy Objectives

## **Greater Manchester Places For Everyone Joint Development Plan (August 2021) - February 2022 Submission Stage**

The current MSP SRF was submitted in 2018; at this time the application acknowledged the status of Draft Greater Manchester Spatial Framework ("GMSF").

Places for Everyone (PfE) is the new long-term joint development plan for nine Greater Manchester districts. It continues on the intentions of the GMSF following the decision of Stockport Metropolitan Borough Council to cease their involvement in the Framework. The PfE will enable an informed, integrated approach to strategic development planning across the city region. The purpose of the PfE is to enable GM to manage land supply across the city region in the most effective way to achieve the vision set out in the GM Strategy based on a clear understanding of the role of places and the connections between them.

The plan is a joint development plan of the nine districts which will determine the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. It will also ensure all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.

The Draft Plan outlines a target for 56,528 homes to be built within these 9 districts between 2021-2037. Draft Policy JP-H4 outlines that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport, in accordance with the minimum densities set out in the Plan. As part of this it notes that Manchester is a key economic driver for the City Region and will be crucial in meeting the region's housing delivery targets. It suggests that Manchester should deliver 3,333 homes per year and recommends that for the city centre the minimum net residential density is 200 dwellings per ha.

The PfE Joint Development Plan was subject to a final stage of consultation which commenced on 9 August 2021 and ran for 8 weeks, ending on 3 October 2021. The consultation was on whether the plan meets the 'test of soundness.' The Plan has been submitted to the Secretary of State for examination on 14 February 2022 together with all the supporting documents, background evidence, and representations received during the final stage of public consultation. It should be noted that no Modifications were considered necessary prior to Submission, therefore the Submission Plan remains unchanged from that published under Regulation 19 in August 2021. The Places for Everyone Joint Development Plan Document is therefore now the subject of an independent examination, conducted by the Planning Inspectorate. The publication of the final plan anticipated for 2023.

Paragraph 48 of the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stages of preparation; the extent of unresolved objections; and the degree of consistency of the relevant policies in the emerging plan to this Framework. Whilst the Places for Everyone Joint Development Plan is not adopted it is at examination stage and so it is considered to carry some weight in the determination of planning applications.

## **Net Zero Carbon and Sustainability**

Since the adoption of the MSP SRF Update in 2018 an increased focus has been placed on sustainability and working towards net-zero carbon. In July 2019 the council committed to embedding the issue as an integral part of council decision-making, making sure that all key decisions are taken with the city's target of becoming zero-carbon by 2038 in mind.

Chapter 14 of the NPPF highlights that the planning system should support the transition to a low carbon future in a changing climate. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions; minimise vulnerability and improve resilience; and encourage the reuse of existing resources.

Core Strategy Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) states that all development must follow the principle of the Energy Hierarchy, being designed firstly to reduce the need for energy through design features that provide passive heating, natural lighting and cooling; to reduce the need for energy through energy efficient features such as improved insulation and glazing; and to meet residual energy requirements through the use of low or zero carbon energy generating technologies. It also emphasises the importance of the use of building materials with low embodied carbon in new development and refurbishment schemes.

Core Strategy Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) outlines that applications for development over 1,000 sq.m. will be expected as a minimum to meet the target shown in Tables 12.1 or 12.2 of the Core Strategy in relation to Part L, unless this can be shown not to be viable. This should be demonstrated through an Energy Statement / Sustainability Strategy, which sets out the projected regulated energy demand and associated CO2 emissions for all phases of the development. Such a statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.

Since the adoption of the Core Strategy, MCC have placed greater emphasis on the importance of addressing climate change. This is now a key focus for MCC and is very high on the political agenda following the council's Climate Change Emergency announced in July 2019, where the council committed to embedding the issue as an integral part of council decision-making, making sure that all key decisions are taken with the city's target of becoming zero-carbon by 2038 in mind.

The Manchester Climate Change Framework 2020 – 2025 was adopted in March 2020 and builds on the Draft Manchester Zero Carbon Framework 2020-2038 and MCC's declaration of a climate emergency in July 2019. It is a high-level strategy for meeting the Council's commitment to 'play their full part' on climate change. The council recognises this will need to develop over the next five years, in line with changes in policy, climate science, the council's rate of progress on this issue, and other factors.

The Framework sets four overarching objectives as described below:

- Objective 1 – Staying within our carbon budgets
- Objective 2 – Climate adaptation and resilience
- Objective 3 – Health and wellbeing
- Objective 4 – Inclusive, zero carbon and climate resilient economy.

In addition, there are six Priority Actions that will focus efforts to achieve these overarching objectives. Of greatest relevance is Priority Action 1, which covers 'Buildings':

*"We need to ensure that new developments in the city don't eat into our limited carbon budgets and add to the already significant retrofit challenge. This means that we need them to be built and operated to zero carbon standards as soon as possible. "*

Bruntwood's market leading NZC strategy, under which development will come forward, is aligned with the Council's ambitions.

## **Manchester Green and Blue Infrastructure Strategy (2015, refreshed in 2022)**

MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities. The Manchester Green and Blue Infrastructure Strategy was approved by MCC in 2015. It set out the overall strategic vision, a detailed technical assessment and an implementation plan.

In 2022 MCC decided to revisit the implementation plan to ensure it continues to underpin citywide environmental improvements and builds on the momentum achieved over the last 7 years. The updated implementation plan sets out four objectives:

- Objective 1 – Improving GI quality and function, focusing on: River valleys and canals; Parks; Trees and woodlands; Gardens; Other land; Healthier and resilient communities; and Protecting and enhancing ecology.
- Objective 2 – Embedding GI in developments of any scale across the city, including retrofit: Embedding GI into key plans and policies; Embedding GI into strategic regeneration and infrastructure projects; Embedding GI in developments of any scale across the city; Embedding GI into city centre development and planning initiatives.
- Objective 3 – Improving access and connectivity for people and wildlife, focusing on: Green routes – neighbourhoods and travel routes; Blue routes – canals and river valley routes; and cross-boundary links.
- Objective 4 – Increasing understanding of GI with a focus on: Improving monitoring; Increased research; Equitable engagement and involvement; and showcasing best practice.

Planning applications will be expected to submit a Green and Blue Infrastructure Statement to demonstrate how the proposals will help to meet the objectives of the implementation vision and contribute to inclusive and green economic growth.

## Manchester Biodiversity Strategy (2022)

Manchester was the first city in England to sign the Edinburgh Declaration – a global pledge registering concern about biodiversity loss and signalling the city's commitment to tackling the twin challenges of the biodiversity and climate crises. The recently introduced Manchester Biodiversity Strategy (2022), endorsed at the October 2022 Executive Committee, focuses on the need to conserve, protect and enhance biodiversity in the City for current and future generations.

It was the third Biodiversity Strategy and Action Plan to be developed in the city, and provides a comprehensive, multi-agency 10-year Action Plan of activity and commitments which would support positive citywide biodiversity impact.

The Strategy lays out the following ambitions:

- Increase the scale of practical action to protect and recover habitats throughout the city.
- Make smarter, evidence-based decisions on practical and policy actions to protect and recover nature in Manchester.
- Increase our understanding of the ecology and species diversity in our city.
- Increase the understanding, connection and love for nature throughout our communities.
- Encourage all individuals, businesses, schools, community groups and neighbourhoods to recognise their role in Manchester's nature recovery and take action.
- We will champion the role that nature plays in addressing many of the challenges which wildlife and our residents face; including climate change, poor health and wellbeing, pandemics and air quality.

To achieve this, the MCC will look to embed and mainstream biodiversity into refreshed Manchester City Council policies and strategies referring to the Greater Manchester LNRS and Environment Act.

Furthermore, they will:

- promote the protection and enhancement of biodiversity and nature-based solutions through the planning and development process);
- establish key cross thematic linkages e.g., with climate change, health and wellbeing, sustainable transport, air quality;
- support the delivery of collaborative practical projects;
- realise funding opportunities for biodiversity benefit
- Identify potential sites for Biodiversity Net Gain offsetting in Manchester – using the Greater Manchester LNRS and NRN work by Greater Manchester Ecology Unit in Manchester to target priorities;

- Identify mechanism and organisation(s) to undertake Biodiversity Net Gain assessments on identified sites and develop management plans and costings for identified sites; and
- Set up a monitoring system for delivery of net gain agreements on offset sites in Manchester defined.

In mind of the above, it will be necessary for a Biodiversity Survey to be undertaken prior to any work commencing to establish the baseline and therefore ensure Biodiversity Net Gain (BNG) can be delivered through the development.

## City Centre Transport Strategy (2021)

A refreshed City Centre Transport Strategy has been set out by Manchester City Council, following adoption of the original strategy in 2010. The City Centre Transport Strategy needs to support the city's ambition to grow, become carbon neutral by 2038 or sooner, whilst ensuring that it is well-connected to the wider area that it serves.

Consultation on the draft strategy closed in November 2020 and the final strategy has now been updated following 2,400 comments received. The final strategy was published in March 2021 following approval from Salford, Manchester and Greater Manchester Combined Authorities. This strategy will be reviewed and refreshed periodically but is intended to guide transport-related investment and initiatives in the region through to 2040.

The central aim of the Strategy, for 90% of all trips to the city centre to be made by sustainable travel before 2040 in the morning peak, is critical to the successful and sustainable growth of the city centre. The city centre will be a well-connected zero-carbon city centre at the heart of the North, offering residents, employees and visitors a great place to live, work and visit. The seven core ambitions that support this overall ambition is set out as follows:

Given the high level of support received from the consultation for the overall strategy, the vision for the revised CCTS remains for *"a well-connected city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit"*. Similarly, the central aim is for 90% of all trips to the city centre to be made by foot (including people using wheelchairs and with guide dogs), by cycle or using public transport by 2040 in the morning peak remains, as do the seven core ambitions, which are:

1. Walking is the main way of getting around the city centre;
2. The city centre is cleaner and less congested;
3. More people choose to cycle to destinations within the city centre;
4. The city centre benefits from better public transport connections;
5. Parking in the city centre is smarter and integrated with other modes;
6. Goods are moved and delivered sustainably and efficiently into and within the city centre; and
7. Innovation is embraced where it benefits the city centre and its users.

The CCTS sets the strategic framework for how people will travel into and out of the city centre, and how they will move within the city centre. It sets out proposals to further enhance the city's public transport network and reduce car-based trips over the long term.

This will lead to the overall share of public transport, cycling and walking trips increasing as the preferred modes of travel.

## Beelines – Made to Move (2019)

The 'Made to Move Beelines Strategy' sets out to provide 1,000 miles of walking and cycling routes across Greater Manchester, both promoting sustainable transport and connecting communities. This strategy is an update on the 'Made to Move' strategy (2018) and Bee Network launch (2019) and focuses on how the Bee Network, an 1,800-mile network of walking and cycling routes across Greater Manchester, will be delivered.

The Bee Network will support the delivery of 'Our Network': Greater Manchester's plan for an integrated, simple and convenient London-style transport system. It will allow people to change easily between different modes of transport, with simple affordable ticketing and an aspiration to have a London-style cap across all modes. In September 2021, this was rebranded as 'Destination: Bee Network' and aims to be implemented by 2024 and commuter trains by 2030.

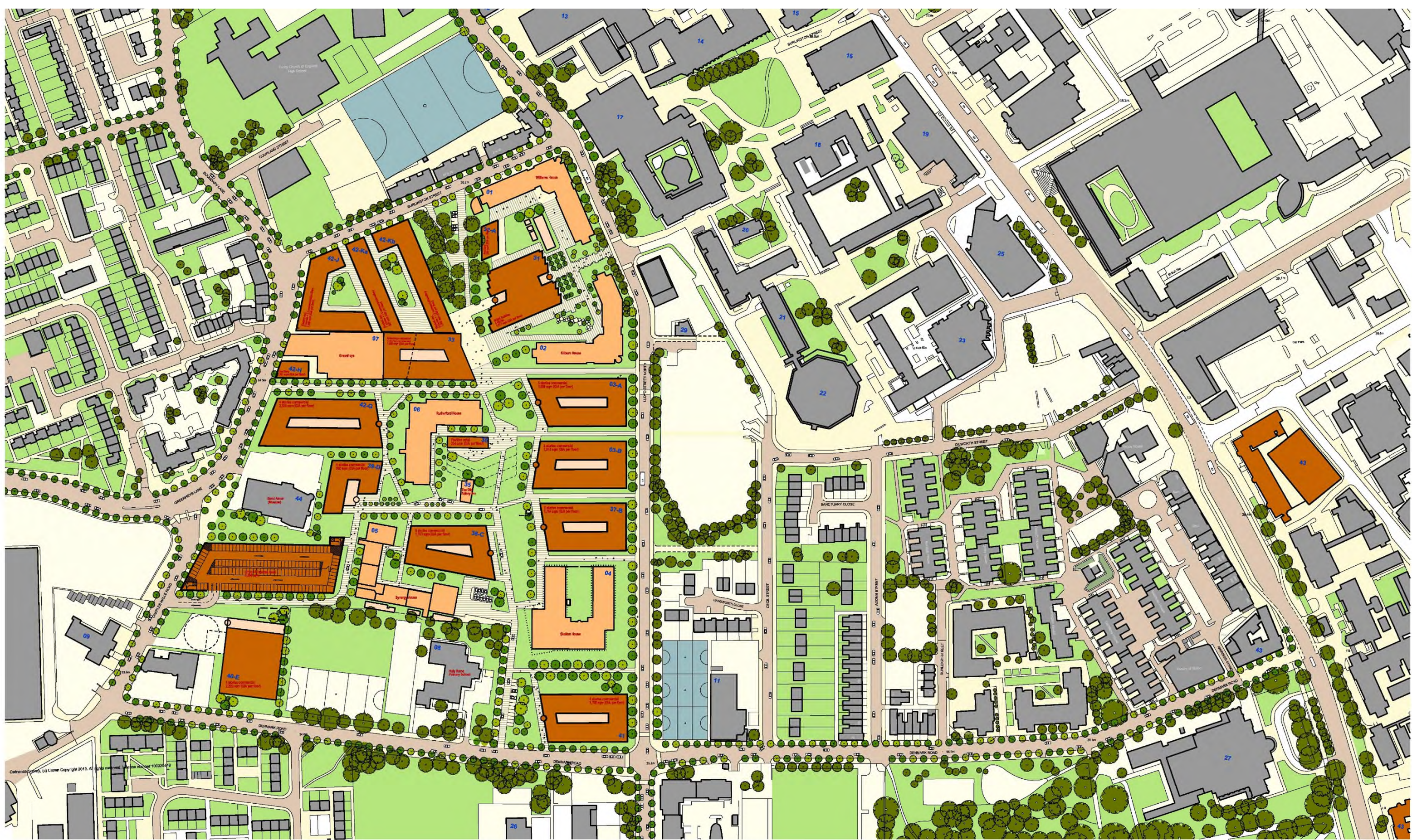
This would include orbital routes that allow people to travel around the city-region, as well as in and out of the centres. These activities will all work to deliver the Greater Manchester Transport Strategy 2040, which sets out a vision for at least 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.

A number of Beelines cycleways are in close proximity to the MSP area, including along the Oxford Road Corridor.

DRAFT

# Appendix B: 2018 MSP Masterplan Plots

DRAFT



Drawing Key:  
1:1250@A1

- Surrounding Context Buildings
- Existing MSP Buildings
- Proposed MSP buildings

|          |          |    |          |
|----------|----------|----|----------|
| DATE     | REVISION | BY | DATE     |
| 20.07.18 | 01       | GW | 20.07.18 |
| 20.07.18 | 02       | GW | 20.07.18 |
| 20.07.18 | 03       | GW | 20.07.18 |
| 20.07.18 | 04       | GW | 20.07.18 |
| 20.07.18 | 05       | GW | 20.07.18 |
| 20.07.18 | 06       | GW | 20.07.18 |
| 20.07.18 | 07       | GW | 20.07.18 |
| 20.07.18 | 08       | GW | 20.07.18 |
| 20.07.18 | 09       | GW | 20.07.18 |
| 20.07.18 | 10       | GW | 20.07.18 |
| 20.07.18 | 11       | GW | 20.07.18 |
| 20.07.18 | 12       | GW | 20.07.18 |
| 20.07.18 | 13       | GW | 20.07.18 |
| 20.07.18 | 14       | GW | 20.07.18 |
| 20.07.18 | 15       | GW | 20.07.18 |
| 20.07.18 | 16       | GW | 20.07.18 |
| 20.07.18 | 17       | GW | 20.07.18 |
| 20.07.18 | 18       | GW | 20.07.18 |
| 20.07.18 | 19       | GW | 20.07.18 |
| 20.07.18 | 20       | GW | 20.07.18 |
| 20.07.18 | 21       | GW | 20.07.18 |
| 20.07.18 | 22       | GW | 20.07.18 |
| 20.07.18 | 23       | GW | 20.07.18 |
| 20.07.18 | 24       | GW | 20.07.18 |
| 20.07.18 | 25       | GW | 20.07.18 |
| 20.07.18 | 26       | GW | 20.07.18 |
| 20.07.18 | 27       | GW | 20.07.18 |
| 20.07.18 | 28       | GW | 20.07.18 |
| 20.07.18 | 29       | GW | 20.07.18 |
| 20.07.18 | 30       | GW | 20.07.18 |
| 20.07.18 | 31       | GW | 20.07.18 |
| 20.07.18 | 32       | GW | 20.07.18 |
| 20.07.18 | 33       | GW | 20.07.18 |
| 20.07.18 | 34       | GW | 20.07.18 |
| 20.07.18 | 35       | GW | 20.07.18 |
| 20.07.18 | 36       | GW | 20.07.18 |
| 20.07.18 | 37       | GW | 20.07.18 |
| 20.07.18 | 38       | GW | 20.07.18 |
| 20.07.18 | 39       | GW | 20.07.18 |
| 20.07.18 | 40       | GW | 20.07.18 |
| 20.07.18 | 41       | GW | 20.07.18 |
| 20.07.18 | 42       | GW | 20.07.18 |
| 20.07.18 | 43       | GW | 20.07.18 |
| 20.07.18 | 44       | GW | 20.07.18 |
| 20.07.18 | 45       | GW | 20.07.18 |
| 20.07.18 | 46       | GW | 20.07.18 |
| 20.07.18 | 47       | GW | 20.07.18 |
| 20.07.18 | 48       | GW | 20.07.18 |
| 20.07.18 | 49       | GW | 20.07.18 |
| 20.07.18 | 50       | GW | 20.07.18 |
| 20.07.18 | 51       | GW | 20.07.18 |
| 20.07.18 | 52       | GW | 20.07.18 |
| 20.07.18 | 53       | GW | 20.07.18 |
| 20.07.18 | 54       | GW | 20.07.18 |
| 20.07.18 | 55       | GW | 20.07.18 |
| 20.07.18 | 56       | GW | 20.07.18 |

- |  |  |                           |   |   |  |
|--|--|---------------------------|---|---|--|
| 01 Williams House                      | 11 Sports Centre                       | 21 AQA                    | 31 Greenheys Extension                    | 41 H - Ancillary                          | 51 J - Future Phase Office   Lab Building  |
| 02 Kilburn House                       | 12 Dental Hospital (MMU)               | 22 Contact Theatre        | 32 Residential                            | 42 J - Student Residential                | 52 Ka - Future Phase Office   Lab Building |
| 03a Future Phase Office   Lab Building | 13 Coupland Building 3                 | 23 Lovell House           | 33 Park Pavilion                          | 43 Ka - Student Residential               | 53 Kb - Future Phase Office   Lab Building |
| 03b Future Phase Office   Lab Building | 14 Schunck Building (Burlington rooms) | 24 O2 Academy             | 34 Market                                 | 44 Kb - Student Residential               | 54 M - Future Phase Office   Lab Building  |
| 04 Skelton House (New build proposal)  | 15 Christie Building                   | 25 Webster Primary School | 35 B - Future Phase Office   Lab Building | 45 City Labs                              | 55 MSP                                     |
| 05 Synergy House                       | 16 Alan Gilbert Learning Common        | 26 Withworth Art Gallery  | 36 C - Future Phase Office   Lab Building | 46 Darul Aman (Mosque)                    | 56 Reynolds House                          |
| 06 Rutherford House                    | 17 Main Library                        | 27 Supermarket            | 37 D - Future Phase Office   Lab Building | 47 Petrol Station                         |  |
| 07 Greenheys                           | 18 Samuel Alexander Building           | 28 Duce Arms              | 38 E - Future Phase Office   Lab Building | 48 UK Fast                                |  |
| 08 Holy Name Primary School            | 19 Students Union (Oxford Road)        | 29 Leisure Centre         | 39 I - Future Phase Office   Lab Building | 49 Laing O'Rourke                         |  |
| 09 Police station                      | 20 Stephen Joseph Studio               | 30 The Bright Building    | 40 F - Future Phase Office   Lab Building | 48 Turing House                           |  |
| 10 Royal Brewery                       | 21 Mansfield Cooper Building           | 32 A - Ancillary Building | 42 G - Future Phase Office   Lab Building | 49 H - Future Phase Office   Lab Building |  |

# MSP - Masterplan Expansion SK(A)055 R

11 Duce Street, P.O. Box 95  
Piccadilly, Manchester  
M60 3JA, United Kingdom  
T +44 (0)161 828 2200  
F +44 (0)161 828 2235  
www.bdp.com

**BDP.**



This report has been prepared for Bruntwood SciTech Limited and on the understanding that it will be made publically available.

All copyright and other proprietary rights in the report remain the property of Deloitte LLP and any rights not expressly granted in these terms or in the Contract are reserved.

No party other than Bruntwood SciTech Limited is entitled to rely on the report for any purpose whatsoever and thus we accept no liability to any other party who is shown or gains access to this document.

The information contained within this report is provided to assist Bruntwood SciTech Limited with this Planning Application. The report makes use of a range of third party data sources. Whilst every reasonable care has been taken in compiling this report, Deloitte LLP cannot guarantee its accuracy.

If this document contains details of an arrangement that could result in a tax or National Insurance saving, no such conditions of confidentiality apply to the details of that arrangement (for example, for the purpose of discussion with tax authorities).

The scope of our Services does not include any consideration of the likely impact of Coronavirus (COVID-19) on the project or transaction to which our Services relate (including but not limited to any impact on valuation, planning, construction, maintenance, or costs). We recommend that if you have not done so already, you should consider the increasingly broad effects of COVID-19 and its negative impact on the UK and global economy and major financial markets.

Deloitte LLP is a limited liability partnership registered in England and Wales with registered number OC303675 and its registered office at 1 New Street Square, London, EC4A 3HQ, United Kingdom.

Deloitte LLP is the United Kingdom affiliate of Deloitte NSE LLP, a member firm of Deloitte Touche Tohmatsu Limited, a UK private company limited by guarantee ("DTTL"). DTTL and each of its member firms are legally separate and independent entities. DTTL and Deloitte NSE LLP do not provide services to clients. Please see [www.deloitte.com/about](http://www.deloitte.com/about) to learn more about our global network of member firms. Real Estate Services regulated by RICS.