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It is now nearly twenty five years since Siemens moved into Sir William Siemens House on Princess Road in South Manchester. During this period the Princess Road Campus has played a key role in the development of the Company’s growth within the United Kingdom and, as importantly, helped to further the economic growth and transformation of Greater Manchester, building its reputation as a place where world leading science and innovation lie at the heart of the conurbation’s future growth trajectory.

Our close relationship with the Greater Manchester Local Enterprise Partnership, the City Council and the Higher Education Institutions in the area, and the clarity of vision for the economic future of the conurbation being demonstrably delivered by these partners, has enabled Siemens to consider the tremendous potential that Princess Road Campus can play in the future economic success of the local economy.

Over the last 18 months we have undertaken a comprehensive review of our UK property strategy and the future role of our assets and the Company has concluded that the Princess Road Campus, anchored by Siemens, provides a unique opportunity to develop a world-class sustainable technology and healthcare focused business park which can leverage its proximity to a wider cluster of related businesses, academic institutions and hospitals situated within the South Manchester ‘Corridor’. In doing so we believe that the Campus provides the opportunity to broaden and deepen the research and development asset base of Greater Manchester, contributing very significantly to future employment growth and a strengthening of Manchester’s reputation in those areas of science and technology where the city is truly world leading.

This draft Development Framework for the Princess Road Campus site has been developed with the purpose of bringing forward a set of proposals that aim to anchor the site as a world class sustainable technology and healthcare focused business park. Over the summer we will seek the views of the local community and other stakeholders on this draft document. When this consultation is complete we will review the draft Framework and put forward a final version to the City Council in early Autumn 2014 for approval. An approved Development Framework will then be used as a basis for a Planning Application for the development of the Campus, which will again be the subject of further public consultation.

We believe that the proposals contained within this draft Framework have the potential to significantly contribute to Manchester’s future as a dynamic global regional capital where science and innovation plays a pivotal role in sustaining, attracting and creating new jobs in the city. We hope you share in our vision, in our excitement, and support the detail of the proposals contained in the document for the future of the Princess Road Campus.

Roland Aurich
Chief Executive
Siemens plc

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Managing Director, Industry Sector and Site Director for Manchester
Siemens plc
Introduction
INTRODUCTION

Siemens are a global company whose research and development capability is in some of the eight future technology areas identified by the Government as being key to future national economic growth and global economic competitiveness. Siemens have been in an active dialogue with the City Council in recent years to explore potential options for the Company to consolidate their presence in Manchester and to help develop proposals that will ensure that the benefits of Siemens growth are retained within Manchester and capitalised upon. During this period a number of mixed use development proposals have been considered for the Princess Park Campus all of which have been anchored by a “Sustainable Technology Hub” concept and have included a small residential component. Such a concept has envisaged Siemens retaining the Sir William Siemens House building along with the creation of additional commercial space elsewhere on the Campus for supply chain, start ups and other SMEs.

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The Siemens businesses in the UK have ambitions to grow and position themselves to take opportunities presented by a number of very fast growing markets including the expansion of offshore wind power and the potential for electric vehicle technology.

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Siemens in Manchester

Siemens in Manchester is a world market leader in the development of low carbon, energy and healthcare infrastructure. As such the development of the Princess Road Campus will be underpinned by Siemens’ marketing leading position in the areas of offshore wind generation, electric vehicle infrastructure, sustainable building technologies and medical imaging and diagnostic equipment. Nearly 1,000 talented expert partners work for Siemens in Manchester. This expertise, combined with access to research and academic expertise and talent in internationally renowned research centres in Manchester, such as the Centre for Sustainable Urban and Regional Futures (SuRF), the Tyndall Consortium (of which the University of Manchester is part), and the Joule Centre, strengthens the opportunities for world leading research and development to take place at the Princess Road Campus and in the “Corridor”.

Siemens future commitment to the Princess Road Campus will serve to anchor the commercial elements of the draft Framework and has the potential to deliver substantial additional economic benefits including; attracting suppliers of Siemens who wish to co-locate and collaborate more closely with the Company; and strengthened opportunities and incentives for collaborative R&D with the City’s universities, significantly increasing the City Region’s research and development capabilities in sustainable technologies. Due to the mass of suppliers, R&D partners and other sustainable technology and healthcare businesses this will result in efficient and effective technological developments.

The Princess Road Campus development will be underpinned by an Open Innovation ethos (in which firms use external and internal ideas, and internal and external paths to market, as they look to advance their technology) and will seek to benefit from an onsite critical mass of suppliers, R&D partners and other sustainable technology and healthcare businesses. Collaboration is essential to the future success of Siemens in Manchester by creating synergies within these sectors; leveraging relative strengths, knowledge, experience and expensive research equipment will result in efficient and effective technological developments.

Purpose and status of the Development Framework

The final, approved, Framework is intended to guide the future development of the site in a manner that reflects its physical and locational characteristics into a range of positive economic, social and environmental benefits for the City Region.

It sets out broad masterplanning and development principles to ensure the future scheme is delivered within parameters which have been agreed in principle through consultation with the City Council, local community and other key stakeholders.

Following endorsement by the City Council’s Executive Committee it will be the subject of a period of public consultation. A final version of the document will be submitted to the City Council for approval in the Autumn of 2014 and once approved it will be a material consideration in determining any future planning applications for the development of the site.
Strategic Context
Strategic Context

The development of surplus land at Siemens’ Princess Road Campus as proposed within this draft Framework accords with statutory national and local policy as well as the themes and objectives set out in Manchester City Council’s Residential Growth Prospectus and Strategic Regeneration Framework for South Manchester.

In particular, the proposed scheme will directly and indirectly contribute to the City’s economic growth strategy via the provision of: two catalysts for growth in the form of Siemens continued occupation and the co-location of a new private hospital; significant additional employment floor space and associated job creation; and high quality housing, specifically targeted at the under-supplied family/executive market.

National Policy Context

On 27 March 2012, the National Planning Policy Framework (NPPF) was published. This supersedes and replaces all existing planning policy guidance and statements.

The NPPF restates that the statutory context for the determination of applications remains but the guidance introduces a new “presumption in favour of sustainable development”.

Core principles of the NPPF include encouraging the effective use of land by reusing land that has been previously developed (brownfield land) and promoting mixed use developments. There is a clear and strong presumption in support of sustainable economic growth.

The NPPF also supports sustainable transport methods in new development and the delivery of a wide choice of high quality homes.

The NPPF also provides explicit support for improved healthcare facilities. The NPPF emphasises the need to ensure that schemes are viable and deliverable, stating; “to ensure viability, the costs of any requirements likely to be applied to development…when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.”

Ministerial Statement, Planning for Growth

In March 2011, the Minister for Decentralisation and Cities issued a statement which set out the steps the Government expected local planning authorities to take with immediate effect.

The Statement confirmed that the Government’s top priority in reforming the planning system is to promote sustainable economic growth and jobs, the Government’s clear expectation is that there should be a positive position adopted in relation to development and growth, except where this would compromise the key sustainable development principles set out in national planning policy.

When deciding whether to grant planning permission, local planning authorities should consider the range of likely economic, environmental and social benefits of proposals; including long term or indirect benefits such as increased consumer choice, more viable communities and more robust local economies. In determining planning applications, local planning authorities are obliged to have regard to all relevant considerations and they should ensure that they give appropriate weight to the need to support economic recovery and that applications that secure sustainable growth are treated favourably.

The Statement confirms that the Secretary of State will take the principles in the Statement into account when determining applications that come before him for decision, and in particular, that he will attach significant weight to the need to secure economic growth and employment.
Greater Manchester Growth and Local Reform Plan (2014)

The unifying theme of the priorities set out in this Plan is for Greater Manchester to become a net contributor to the UK economy by 2030. To achieve this, the present gap between public spending and tax generated (circa £4.7 billion per year) must be eliminated.

The Plan seeks to create the platform for fiscal self-reliance not simply by seeking access to available resources from the Local Growth Fund, but through the development of a new “place based” partnership with Government to drive public sector reform and further align local and central growth programmes.

Greater Manchester Strategy (2013 – 2020)

The Greater Manchester Strategy, Stronger Together, is the sustainable community strategy for the Greater Manchester City Region.

The vision for Greater Manchester is that by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all residents are able to contribute to and benefit from sustained prosperity and a good quality of life.

To achieve these ambitions, the Strategy sets out a program of vigorous collective action based on reforming public services and driving sustainable economic growth to deliver prosperity for all.

The strategy emphasises the need to exploit Greater Manchester’s unparalleled expertise in academic research and development in key enabling technologies to position the City Region as a world-class centre.

Stronger together supports the development of creative clusters and centres of research and development, building on the strengths of Greater Manchester’s agglomeration economy by:

1. Increasing the profile and credibility of Greater Manchester science;
2. Expanding and accelerating the commercialisation of research;
3. Improving Greater Manchester’s science and technology skills base;
4. Increasing entrepreneurship and business growth;
5. Improving the productivity of our existing science base; and
6. Bringing public, private and academic institutions together to commercialise research and development at pace and scale.

The Siemens Princess Road Campus development will make a major contribution towards achieving these goals, particularly in the sustainable technology and healthcare sectors.

Manchester Core Strategy (2012)

The Core Strategy was adopted in July 2012 and identifies a vision for the City, which includes the following Strategic Objectives:

1. To support a significant further improvement of the City’s economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The health sector is acknowledged to be a significant contributor to economic growth and productivity.
2. To provide a wide range of quality housing and an attractive environment where locally distinctive character is conserved and enhanced.
3. To provide positive contribution to the health, safety and wellbeing of residents.

Policy H11 applies the overall housing targets to South Manchester. The small allocation for South Manchester reflects the lack of land available for new residential development in the area.

Policy H11 states: “South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.”

Policy E11 recognises that additional employment development is likely to be focused on existing sites including the subject site and mainly comprise office development.

Residential Growth Prospectus (2013)

Manchester City Council is committed to supporting economic growth and delivering new homes to respond to forecast population and employment projections. The Residential Growth Prospectus encourages and guides the delivery of new homes across the City. It details how the Council will seek to accelerate housing growth at the same time delivering attractive and successful neighbourhoods where increasing numbers of people will choose to live, close to employment opportunities and all the other attractions of a successful and growing city.

The Prospectus sends a strong message to the market that the City is open for business in terms of housing development and that the Council is keen to work proactively with its partners to increase the pace of housing delivery in order to support wider economic and sustainable growth.
South Manchester SRF (2008)

The South Manchester Strategic Regeneration Framework (SRF) 2008 sets a vision for development over the next 10 to 15 years and a broad framework within which investment can be directed to provide wider social and economic benefits. It includes 28 Strategic Themes and Objectives including:

- Building upon the economic competitive advantages of the area for economic growth and inward investment.
- Delivering more home ownership and family housing to support population retention and growth and to stem the flow of families migrating to outer districts where availability of suitable housing is greater.
- Deliver high quality sustainable new housing development that will meet the housing needs of the existing and future population of South Manchester.

The document recognises that South Manchester is an important area of the City and is a key contributor to the success of the City and the North West region. It notes the diverse employment and business base, with more than 20,000 jobs located within its borders. The SRF also acknowledges the important role that this part of the City plays in accommodating higher paid, higher skilled workers.

The SRF identifies the distinctive characteristics of South Manchester, recognising that the area is close to key economic drivers, such as the universities, hospitals and the airport and the highest skills levels in the City. The presence of higher income groups is noted as critical to sustaining both the City’s economic growth and the vibrancy of the local economy, with many of the area’s assets attracting such households to date.

The SRF notes that at a conurbation-wide level, South Manchester has a key role to play in helping to deliver economic development activity particularly around knowledge-based industries, the continuing growth of Manchester Airport, and the development of housing to support growth.

The SRF includes a Spatial Framework (Figure 14) and Action Area

The Spatial Framework identifies the wider area as one where the character will be protected and enhanced to ensure that it continues to be an attractive place to live. Princess Road is identified as a Strategic Corridor. Barlow Moor Road is identified as a Green Avenue (part of a network of important routes through South Manchester), balancing strategic and local movement needs and connecting people to public transport services, district and local centres, employment and parks and amenity spaces.

The Action Plan Areas identifies Withington Hospital as a “Potential Development area”. In addition, it identifies the Princess Road/Barlow Moor Road junction as a “Key Junction”. The key states that along with neighbourhood centres and rail and bus stations, these will be the focus points for pedestrian movement improvements to public transport and local neighbourhood retail and service.

Manchester Unitary Development Plan (1995)

The Manchester Unitary Development Plan (UDP) was adopted in 1995 and some policies remain extant notwithstanding the adoption of the Manchester Core Strategy and the NPPF. The Site is allocated under Policy DB12 (b) which supports the expansion and/or redevelopment of existing major employment sites for continued employment use.
Site Characteristics
The Site

The site is bounded by Princess Road and the Southern Cemetery to the west, Barthol Moor Road and residential properties to the south and Nell Lane with the former Withington hospital residential (re)development to the north. The Birchway and Lancasterian schools and a police station adjoin the site to the east.

The site comprises the former Nell Lane Playing Fields and Nell Lane Nurses accommodation and totals circa 22 acres (9 ha). It comprises 4 main elements:

1. Sir William Siemens House (SWSH) and associated car parking;
2. The Service Building;
3. The former Nell Lane Nurses accommodation; and
4. The Renewable Energy Engineering Centre (the REEC building).
In March 1988, planning permission was granted for the erection of regional offices, training centre, workshops and warehousing, with ancillary parking (ref. no. F33067). The total floorspace proposed comprised approximately 63,750 sq m, including 48,500 sq m of offices. The remainder comprised, inter alia, the two-storey warehouse/office building adjoining the proposed SWSH.

In February 1989, the Council granted permission for an amended scheme (Ref. no. F32801). The proposed uses were exactly the same as previously approved, but the revisions included re-siting some of the buildings and a reduction in floor space, alterations to the site layout in relation to car parking and landscaping and substantial elevational changes. The revised scheme totalled 58,140 sq m, including 36,450 sq m of offices and 952 car parking spaces. The permission assumes a phased development resulting in a single-linked building of 5 storeys parallel to Princess Road.

SWSH, Service and other existing ancillary accommodation on site (not including REEC) was constructed under the terms of planning permission ref. no. F32801. By virtue of the partial implementation of the planning permission (e.g. erection of SWSH) permission would not be required for the further phases of development provided that it is constructed in accordance with the approved plans.

A series of other consents for, inter alia, additional car parking (including on part of the former Nell Lane Nurses accommodation), the siting of a temporary canteen building on land to the rear of SWSH and works to the Service building have been granted over time.

SWSH comprises a total of 8,100 sq m over 5 floors. The building was constructed in 1989 to the Siemens corporate architectural design approach. It presents an iconic image to Princess Road and is a local landmark.
The Service building is located immediately to the south east of SWSh. The building totals circa 2,500 sq m over 2 floors. The building was designed to provide flexible accommodation principally for the service and distribution of Siemens branded appliances and other equipment. Currently, it houses the Campus canteen, offices and meeting rooms and ancillary Facilities Management activities. The building is surplus to requirements and the DF envisages its demolition.

REEC was completed in Spring 2012 and comprises 2,300 sq m over two floors. REEC houses a Siemens’ Global Centre of Competence for High Voltage Direct Current (HVDC) transmission research. HVDC technology is vital to the successful deployment of offshore wind by reducing transmission loss whilst the electricity is brought onshore. In March 2014, Siemens announced its proposals for a major investment in the UK renewable sector in the form of a new £240 million offshore wind turbine facility in Hull. The transmission business based at the Princess Road Campus will play a major role in the delivery of the UK offshore wind Round 3 projects in the UK. The REEC building will be retained.

To the north eastern corner of the site sits the former Nell Lane Nurses Accommodation. This is a series of two storey blocks of residential accommodation. The buildings have been vacant since the early 2000’s. In addition, the area includes a single storey building used for storage and related purposes by Siemens Facilities Management in association with the general day to day maintenance and upkeep of the site as a whole.

The DF envisages the demolition of these buildings.

There are two accesses to the site. The principal access is from Barlow Moor Road to the south. The second access is via Nell Lane. Currently, Siemens use this access for visitors and deliveries only. There is an internal spine road (Siemens Road) which runs north-south through the site. The former Nell Lane Nurses Accommodation benefits from a gated access from Newholme Road. The principal car parking area is located to the south. Further staff car parking is located adjacent to the SWSh building to the north. Total car parking provision equates to 608 spaces. This compares with the extant permission which consented 952 spaces.

The layout of the site, including the relationship between the buildings and car parking, access etc. is a reflection of the comprehensive development proposals for the site which remain extant (see below).
The Surrounding Area

The site is located in a primarily residential area and is in close proximity to West Didsbury (an allocated local centre), as well as a number of local community facilities. The former Withington Hospital site is located to the north of Nell Lane. The hospital functions have been consolidated and surplus land and buildings have been redeveloped and converted to provide Didsbury Point and adjacent development, a medium density mixed use scheme, which principally comprises office, residential (including 3 and 4 storey flats) and local retail uses.

Across Princess Road to the west is the Southern Manchester Cemetery and Christie Fields Business Park, at the south western corner of Barlow Moor Road and Princess Road. The area beyond is residential in character.

To the east (separated by a relatively deep landscaped belt comprising semi mature trees), the site adjoins the Lancastrian School and West Didsbury Police Station.

To the south-west corner of the Site is a bus terminus comprising two bus stops and a small landscaped area. Further south beyond Barlow Moor Road is a low density residential area.
Development Opportunities and Constraints
Development Opportunities and Constraints

This section considers the development opportunities and constraints presented by the Princess Road Campus.

The site presents a number of opportunities which makes it an ideal location for the type and scale of mixed use development proposed by the DF.

Location and Scale

The 22 acre (9 ha) site is within the single ownership of Siemens. Taking into account the proposed retention and consolidation of SWSH and REEC, the site is sufficiently large to provide a critical mass and mix of uses including healthcare, employment and residential in a manner which is mutually compatible and complimentary.

The site's frontage to Princess Road affords it a high level of visibility and therefore prominence which together with the iconic SWSH building reinforce the commercial potential of the site for private hospital and office development.

Strategically, the site is well located in relation to the City Centre, Manchester Airport and will be complementary to the City’s other major Strategic Regeneration initiatives such as Airport City, Medipark and the Oxford Road Corridor.
Transport Connectivity

The site benefits from multi-modal transport connectivity in that it is:
• Highly accessible to the strategic road network. The main site frontage is to Princess Road, a major arterial route into Central Manchester and within a five minute drive of the M56 and M60 motorways and a similar time to Manchester Airport.
• Within easy access of the comprehensive Metrolink network via the new stop at Withington, located approximately 200m to the north of the site. Trams run frequently to Manchester and East Didsbury.
• The Southern Cemetery Bus Station is located to the south western boundary of the site. In addition, a number of bus stops are located around the site on Princess Road, Nell Lane and Barlow Moor Road, with 15 bus routes servicing the immediate area. The bus services serve a wide variety of destinations across Greater Manchester including the City Centre, Manchester Airport, Chorlton, Didsbury, Wythenshawe, Sale, Stockport and Trafford Park.
• There are a number of on and off road cycle routes in the vicinity of the site. For example, Regional Route 85 passes to the west of the site along Princess Road. Additionally there are on-road local Greater Manchester cycle routes passing along Barlow Moor Road and Nell Lane towards Chorlton and Burton Road towards Withington.
• Currently, pedestrian connectivity is limited as the site is fenced. Opportunities to improve this will be explored, subject to the particular security requirements of occupiers.
**Topography**

The site is generally flat.

**Ground Conditions**

The majority of the site (save for the former Nell Lane Nurses accommodation) is previously undeveloped so is not expected to be subject to any material contamination or site conditions which would impact on the development of the site in line with this DF.

**Landscaping**

The centre section of the site (the site of the proposed additional office development envisaged by the extant planning permission) comprised largely grass.

There are tree belts to the north-west and south-west corners, to the southern street frontage to Barlow Moor Road, and to the rear of the area of former Nell Lane Nurses accommodation to the eastern edge of the site. Many of the trees appear to be self-seeded, albeit there are pockets of planting which accord with the extant planning permission.

In the main the site is not affected by any Tree Preservation Orders. However, trees forming the western boundary of the former Nell Lane Nurses accommodation are subject to five Tree Preservation orders.

The trees have a role to play in place setting and careful consideration will be given to the removal of any protected trees and replacement planting where necessary.

**Flood Risk**

The Site does not fall within a defined flood plain.
Utilities

There are existing services which are routed through the site including Overhead Communications Cables, BT underground cables, Gas LP Mains, Gas MP Mains, Virgin Media Cables, High and Low Voltage Cables, Cable and Wireless, United Utilities Water Mains and Sewers. The primary utilities constraint is a water main which runs the full length of the site in a north-south direction parallel with Princess Road. It is not proposed to divert this and therefore building footprints will adhere to statutory requirements. The requirements do not preclude surface car parking in this zone.

Ecology

Neither the site nor any immediately adjoining site is covered by any ecological or biodiversity designation and there is no evidence of any flora or fauna afforded specific protection on the site.

Views

A number of key views have been identified during detailed analysis of the site. These include views in and out of the site from Princess Road on the north west and south west corners.

Other Issues

The site does not include or immediately adjoin any designated areas afforded specific protection, i.e. historic buildings or Conservation Areas.
Development Principles
General Principles

Development of the site is expected to comply with the key principles and broad parameters set out in this section.

- To retain and upgrade the existing SWSh building as Siemens Regional Management Centre.
- To respond to the site’s ‘gateway’ status.
- To provide a class leading private medical facility, including training and conference facilities, in the south west corner of the site.
- To provide B1 employment accommodation in 3 new office buildings set in a high quality landscaped environment.
- To provide flexible space which can accommodate the full range of potential occupiers, including small and medium sized businesses.
- To provide for a range and mix of high quality family-oriented residential accommodation on the derelict areas to the north east of the site (former Nell Lane Nurses accommodation). Town houses and/or semi-detached properties are envisaged for the majority of this site, with a small grouping of apartment buildings positioned to complement existing development to the north side of Nell Lane whilst also providing an effective screen to SWSh and the new office buildings.
- To provide for a range of complementary community and amenity-scale leisure and retail uses to serve the needs of employees and visitors to the site.
- To create a safe and secure environment using the principles of “Secured by Design”.
- To create a sense of place compatible with the wider community.
- To promote the principles of sustainable development, both by creating links from the site to nearby public transport nodes including bus stops, train stations and proposed Metrolink stops, and through building design (BREEAM ratings and Code for Sustainable Homes).
Indicative Mix and Quantum of Uses

A broad range of complementary uses may be required to support the commercial viability of the proposals and to meet the needs of occupiers. The exact scale and mix of such uses are not known at this stage and will be subject to further analysis. The DF therefore identifies such uses in broad terms only.

An indication of the mix and quantum of the development that could be supported by the site is as follows:

- **SwSh retained and refurbished for Siemens Regional Management Centre.**
- **Existing REEC building retained.**
- **A 90 room private hospital of approximately 11,100 sq m located to the south west corner of the site (Barlow Moor Road / Princess Road). This will include training and conference facilities.**
- **Up to 3 office blocks, providing a total floorspace of approximately 13,500 sq m. It is anticipated that Siemens will have nomination rights to at least one of these buildings should it require additional accommodation in the future. Dedicated training facilities for Siemens may also be provided as part of one of the buildings.**
- **Other ancillary components on the ground floors of the office blocks to potentially include restaurants, coffee shops, creche, dry cleaners, gym, retail etc.**
- **Up to 90 new high quality executive and family homes, taking up 5.70 acres (2.30 ha) of the site.**

The illustrative Masterplan below sets the principles for how the site could be brought forward.

Scale and Massing

The scale and massing of the new buildings will reflect the site’s strategic location and its role as an employment-led mixed use development.

The purpose of the document is not to be prescriptive about the precise scale and massing of future development on the site, but rather to indicate an appropriate building envelope within which future development proposals will come forward. The detailed design will be influenced by site constraints, market conditions, and the need to ensure an appropriate response to town planning considerations such as visual impact, highways and design quality.

Indicative building heights range from 4 storeys for the new hospital, 3 storeys for the office buildings, and 2 - 4 storeys for the residential element of the scheme.

The proposed location of the hospital at the prominent junction of Princess Road and Barlow Moor Road provides the opportunity to reinforce and accentuate the site’s gateway location. The siting of the proposed hospital and a high quality design will be essential.
Landscaping

This DF establishes the principles for a hierarchical approach to landscaping with the overall aim being to create an integrated and high quality environment.

At the strategic level, it is proposed to strengthen the quality aspects of the site including the tree lined perimeter and the trees which are the subject of Tree Preservation Orders. The landscaping to the north west corner of the site and the setting it provides for SWSh will be retained and enhanced as necessary.

Within individual development plots, landscaping will be brought forward in the context of a consistent overall strategy which will include, inter alia, integrating routes through the site, improving bio-diversity and complementing the built form. The relationship between landscaping and car parking will also be a key consideration.

An overall Landscape Strategy which includes for longer term maintenance should be submitted to and approved by the City Council prior to the commencement of any development on any plot identified in this DF.

Sustainability

The proposed development in whole and at the scale of individual building will follow sustainability objectives and sustainable construction methods wherever feasible. This will include addressing such matters as waste (and recycling) management.

The refurbishment of SWSh will repair and improve the efficacy of the building’s insulation and rainscreen cladding to reduce overall heat loss and improve energy consumption.

REEC was constructed to BREEAM “Excellent” standards and incorporates renewable energy initiatives. Each planning application for development will be accompanied by an energy Statement in line with the methodology set out in the adopted Core Strategy and having regard to the stated targets.

The proposed hospital will seek to achieve a minimum BREEAM rating of “Very Good”.

The proposed residential accommodation will target a Code for Sustainable Homes standard of Level 4.

Approach to Accessibility

A comprehensive approach to inclusive access for cyclists, pedestrians and vehicles is advocated.

The traffic associated with the development permitted on the site (i.e. by virtue of the partial implementation of the planning permission through the erection of Sir William Siemens House) has already been considered on the surrounding highway and approved by Manchester City Council. The permitted scheme included the provision of 952 car parking spaces.

Any additional traffic related to the scheme and potential increases in parking will seek to be mitigated where appropriate by highways improvements in the area, to be agreed as part of subsequent planning applications.

The following principles will act as a guide for future development:

• The site will continue to be accessed via Nell Lane from the north (via a new junction) and Barton Moor Road to the south.
• SWSh and Proposed Office Building 1 (potentially to comprise additional accommodation for Siemens) would be accessed from Nell Lane.
• REEC, the proposed private hospital and Office Buildings Two and Three would be accessed via Barton Moor Road.
• The existing Nell Lane access would be modified to serve the proposed residential element.
• The residential development assumes a cul de sac. The potential for a separate access from Newholme Road has not been discounted.
• The existing Siemens internal spine road (Siemens Road) would be retained but truncated so as to deter local traffic from re-routing through the site. Potentially, a section of the road will be pedestrian/cycle dedicated, with access otherwise limited to emergency vehicles.
• Permeability through the site and connectivity to the wider community for cyclists and pedestrians will be improved.
• Consistent materials will be used to provide high quality routes to connect the site internally and also with its external surroundings to promote integration.
• Improving links to bus stops on Princess Road etc.
Parking

With respect to the new build elements, proposed car parking provision is expected to be in line with prevailing standards. Given its particular operational requirements, car parking provision will meet the expected needs of the hospital having regard to its role and catchment area whilst also importantly seeking to promote sustainable transport measures amongst staff.

The relationship of the spaces between the extant scheme (952 spaces), the existing car parking provision (608 spaces) and the development proposals will be balanced. The City Council acknowledges the existing operational car parking requirements of Siemens and the business need to maintain adequate provision whilst ensuring options for other modes of transport are fully considered.

Appropriate levels of parking will guide whether or not a multi-storey car park is required. If so, the scale, massing and design of the car park must be appropriate having regard to its relationship with existing and proposed development, including residential properties.

Cycle storage and facilities for cycle users will be located throughout the site convenient to the proposed buildings. Notwithstanding the parking provision, the emphasis will be on promoting public transport and a Travel Plan will be agreed as part of subsequent planning applications.

Key Views

A number of key views into the site will influence the scale and form of development:

- The location of the proposed hospital means it will be visible from the Barlow Moor Road / Princess Road junction.
- Due to the existing tree line on the boundary, filtered views of SWSH and new office buildings will be possible from Princess Road.
- The views of the SWSH building will be retained and framed.
- The proposed residential will be visible in part from Nell Lane.
Phasing

A phased approach to the development of the DF site as a whole is envisaged so as to ensure its full potential is delivered expediently and efficiently having regard to commercial and market requirements. Any development phasing needs to be compatible with the requirements of the anchor occupiers, Siemens and the healthcare provider, including upgrading the existing SWSh building as Siemens Regional Management Centre. These elements will underpin the attractiveness and deliverability of the site to other potential office occupiers, particularly those companies seeking to co-locate and collaborate with them.

An indicative phasing diagram is included below. This assumes delivery of the private hospital and rationalisation of the site infrastructure as Phase 1. This is a key commercial requirement of the private healthcare provider and one which, along with the delivery of the proposed residential component, will facilitate the “pump priming” of the office development plots.

In line with the broad phasing principles, Siemens propose to select a Development Partner or Partners at the earliest opportunity to deliver the employment and residential elements of the masterplan. The Development Partner or Partners will be selected from a short list agreed with the City Council having regard to, inter alia, track record of delivering quality mixed used schemes of the scale and type proposed.

**Phase 1**

**New Hospital Development**
- Barnlow Moor Road accessed infrastructure works hatched red and junction as indicated
- Revised access/parking layout to existing REEC building
- New temporary access to connect existing parking as indicated
- Associated landscaping works

**Phase 2**

**Demolition of Service and Depot Buildings**
- Demolition of Service and Depot buildings, together with existing Nurses accommodation
- Nell Lane accessed infrastructure works hatched red (including ‘emergency access’ link section) and junctions as indicated
- New residential development
- SWSh fully refurbished with new parking
- Associated landscaping works

**Phase 3**

**New Office Buildings**
- Delivery of new office buildings with parking
- Associated landscaping works
Next Steps
Making it Happen

This draft Development Framework will be submitted to the Council for consideration by the Executive at its meeting on 18 June 2014. The Executive will be asked to support a period of formal public consultation during July and August 2014.

It is anticipated that a final DF will be submitted to the Executive for its approval in September 2014.

With an agreed DF in place, Siemens and its partners propose to progress planning applications as required. It is anticipated that the first planning application will be a ‘hybrid’ outline application with proposals for the residential and office elements and full details submitted for consideration for the proposed hospital reflecting the fact that this element is operator-led.

Applications will be subject to further informal and formal public and stakeholder consultations.

Subject to the grant of planning permission in accordance with the normal statutory time periods, the intention is to implement the development in phases with the hospital and associated infrastructure being Phase 1. It is anticipated that the new hospital would be operational from Q1 2017.

Contemporaneously, Siemens Development Partner(s) will progress initiatives to deliver the office and housing elements of the scheme.