

| <b>Application Number</b> | <b>Date of Appln</b> | <b>Committee Date</b>     | <b>Ward</b>        |
|---------------------------|----------------------|---------------------------|--------------------|
| 137537/FO/2023            | 12th Jul 2023        | 14 <sup>th</sup> Dec 2023 | Didsbury West Ward |

**Proposal** Erection of a two-storey building comprising a Community Diagnostics Centre (use class E(e)), with associated external landscaping, patient and delivery drop off area and 6 no. accessible parking spaces.

**Location** Withington Community Hospital, Nell Lane, Manchester, M20 2LR

**Applicant** Manchester University NHS Foundation Trust

**Agent** Olivia Carr, Turley

### **Executive Summary**

The planning application is for the erection of a two-storey building comprising a Community Diagnostics Centre (use class E(e)), with associated external landscaping, patient and delivery drop off area and 6 no. accessible parking spaces at the site of Withington Community Hospital on Nell Lane in the Didsbury West Ward.

The key issues with this application are:

- The need and benefit of the new centre
- The impact on the local environment
- The impact on the local traffic and parking

It is acknowledged there are concerns with the proposals, particularly around car parking and the potential impact on the local area; however, as set out in the report it is considered the proposal, which would provide a valuable new Health Care facility, must be carefully balanced with the overall public benefits holding significant weight. It is also recognised that this is a sustainable location near tram stops and bus routes, and other local facilities which provides significant opportunity to assist in modal shift from the private car whilst also having access to off-street car parking for those users where alternatives are not viable.

Other matters raised by objectors are also fully addressed.

### **Description**

The application site comprises a 0.9 hectare rectangular site located within the southern part of the existing Withington Community Hospital site. To the north of the site is the existing hospital building, to its southern boundary is Fielden Road, to the east is Burton Road whilst to the west is the existing Buccleuch Lodge – a small nursing home facility. Burton Road local centre lies immediately to the north of the Hospital site.

The site prior to its redevelopment as part of the Community Hospital in the mid 2000s formed part of the wider Withington Hospital site predominantly located to the

north-west of the application site, the majority of the hospital buildings – save for those elements that were listed- were cleared and redeveloped for housing and offices.

Beyond the sites boundaries lie residential areas with two storey Victorian terrace properties found along Burton Road to the east, Nell Lane to the north, with larger two and three storey Victorian semi-detached properties to the south. The western boundary of the Albert Park Conservation Area lies along Burton Road to the east and south of the application site, the application site is not located within the Conservation Area.



*Application site (edged red) with existing hospital building and car parking to the immediate north*

A number of trees along the sites eastern boundary are subject to Tree Preservation Order (The Manchester City Council (Withington Community Hospital, Nell Lane, Didsbury) TPO 2010).

The site currently contains 18 individual trees and 4 groups of trees, the largest group comprising the majority of the centre of the site consist of young and semi-mature tree which appear self-seeded. The majority of significant trees are those that bound the site to the west, at Fielden Road to the south and Burton Road to the east.

The site is located in proximity to a number of bus stops along Burton Road whilst the Burton Road Metrolink Station is situated approximately 0.6km north of the site

The existing car park within the wider Hospital site is located to the north of the application site and provides 440 no. car parking spaces. Access is gained to the main hospital and car park via a priority junction with Nell Lane, where there are parking barriers set back from the access junction. The car parking is operated through a payment system.

## Application Proposals

The applicant seeks planning permission for the erection of a two storey building to form a community diagnostics centre, alongside the proposed building the proposals include landscaping, a patient and delivery drop off area and 6 no. accessible parking spaces as part of the reconfigured site.

The building would be two storeys plus roof top plant and would have a maximum height of 10.5m and would be 3.5m lower than the existing Community Hospital building to the north.



*CGI of proposed building western elevation*

The building would sit to the south of the existing Withington Community Hospital building with its main entrance located on the western elevation accessed from the existing car parking area. To the south of the main entrance is a landscaped area that incorporates 6 no. accessible parking bays, walkways and seating area. Three existing parking spaces, to the north west of the proposed building, are proposed to be converted into 'drop-off' bays for visitors and patients to the facility.

10 no. cycle parking spaces are located to the south east of the main entrance. These are available for use by both staff, patients and visitors to the facility and are proposed in addition to the existing cycle parking facilities at the wider Hospital.

The building has been designed and laid out to meet the needs of both patients and staff and would comprise a range of internal space including: consultation and examination rooms; procedure rooms; changing rooms; recovery areas; administrative space; ECG and ECO rooms; and, lung function rooms.

Following concerns raised with the applicant by officers, a letter has been written to the Council to advise that following engagement with the local MP and a local ward

member and concerns raised by local residents around the impact of staff and patient parking on local streets and as a direct result the applicant is to introduce an increase in the free parking period at the Withington Community Hospital site from 30 to 60 minutes.

### **Land Interest**

Members of Committee are advised that the City Council has an interest in this application as landowner and are reminded that they must disregard these interests and exercise their duty as Local Planning Authority only.

### **Relevant planning history**

068633/MO/2003/S2 - RESERVED MATTERS Erection of a new community hospital with car parking and landscaping relating to outline application  
065936/OO/SOUTH2/02 – Approved 8<sup>th</sup> October 2003

### **Consultations**

The application was subject to notification of 470 nearby addresses as part of the notification process, advertised application in the Manchester Evening News and by way of site notice posted at the site. In response 14 representations have been received together with a jointly prepared response from residents of Warwick Avenue, Kenilworth Avenue, and a number of Burton Road Residents (34 households in total). In addition, Councillors Richard Kilpatrick and John Leech and Jeff Smith MP have submitted comments on the proposals.

In addition to the statutory notification process the applicant undertook pre-application consultation with elected ward members, the local MP and events to engage with the wider community. The results of that consultation have been presented within a statement of community engagement accompanying the planning application and sets out the responses of the applicant to questions raised during that consultation.

All comments can be summarised as follows –

Jeff Smith MP – Is strongly in favour of the development of the centre but indicates he has been contacted by residents concerned about the impact of the centre would have on the already difficult parking situation around Burton Road, particularly Tintern Avenue and Arley Avenue.

He comments on what conversations have been had with the hospital trust about measures that could be introduced to mitigate the impact of street parking.

#### *West Didsbury Ward Members*

Councillor Richard Kilpatrick -

The Cllr is in favour of the development of a new diagnostic centre at Withington Hospital, but wants to ensure that the hospital addresses some of the concerns that local residents have raised. There are three main issues:

- Parking: The hospital's travel and transport assessments do not account for the number of visitors and staff that use local roads in and around Burton Road and Nell Lane. Many patients will be driven to the site and park in nearby residential streets instead of paying for parking. The car park should be free for staff and visitors, as it is at other locations of the trust. The future use of the additional capacity in the hospital is unknown, so the car park should be a viable option for any future visitors.
- Biodiversity: The Cllr disputes the claim that the application will result in "a net increase in biodiversity". The site is a highly developed natural area with established wildlife, due to the lack of maintenance by the hospital. The ecological report does not accurately characterise the location. The hospital should replace the loss of biodiversity and planting with more than the few number of trees set out in the documentation. The hospital should fund substantial planting onsite and within the local community.
- Access: There is concern about the access from Burton Road, which is already congested and narrow. The hospital should pay for a traffic regulation order to restrict parking around Burton Road and pay for the installation of some street furniture/barriers to prevent cars impeding the footpath when parked.

The Cllr is submitting an objection to the application, not because they are against the development as a whole, but because they want to ensure that adequate conditions are placed on the development to address some of the concerns of residents. The Cllr hopes that the hospital will take these issues into account and work with the local community to minimise the harm and maximise the benefit of the new centre.

Councillor John Leech – Asked whether there are other examples of where the introduction of free parking, or changes to the charging schedule have been made a condition of planning permission. There is a real concern that this will result in significant increase in on street car parking with people trying to avoid paying.

#### *Local residents*

- Welcome investment in our NHS but argue that the current proposed development results in a negative impact to local residents, the local biodiversity and the local infrastructure which supports the hospital.
- With some significant work the development could be made into a suitable proposal but requires it being relocated elsewhere within the hospital site to protect the biodiversity, reducing the impact on residents and actually addressing the parking issues that the hospital trust have created by privatising the car park.
- It is noted that this land was originally identified for further development, however the period of time, the mis-management of this space by the NHS Community Hospital and the change in ownership of the car park now make this location unfeasible and unacceptable to receive such a development.
- Concerns are raised in regards to how the Bio-diversity Net Gain Calculation has been undertaken.
- The external drainage identifies works including surface water drainage and a form of road / access further to the south of the building conflicting with the external landscape plan and within 5m of the existing trees. The attenuation

tank also sits in an area which has been considered to be retained in the BNG calculation.

- The survey has not identified a fox den in the area and site investigation works and had detrimental impact to this group of foxes.
- Nesting was identified yet ignored during SI
- The Bat survey has not captured TN2 in the roosting assessment this falls within 5m of the proposed development and so poses a significant issue for roosting bats.
- The noise report includes fundamentally insufficient data. The noise assessment should reflect weekend or night time background noise rather than peak traffic periods.
- The proposals would add to surface water flooding on Burton Road and within the site which occurs during fairly low scale downpours
- The Construction Management Plan makes no note of habitat protection or hazards.
- The car park is chargeable and as a result visitors choose not to use this facility.
- Parking on Burton Road by staff and patients is common practice. The existing car park is often at capacity and has little space for an additional 50 cars per day. This will result in congestion and nuisance to surrounding residents.
- With enhanced access to Burton Road this will encourage hospital attendees to park on Fielden or Warwick avenue where parking is free of charge resulting in congestion, additional fumes, and nuisance to the community.
- An additional 240 journeys per day is not deemed to be insignificant particularly from a local parking impact perspective.
- Pre-Planning consultation was not offered to residents other than the houses opposite on Burton Road.
- The proposed seating area outside would lead to the generation of noise
- The development should incorporate swift bricks in this development.
- A green roof is essential to replace the loss of green space.

*MCC Highway Services* - Highways have assessed the submitted Transport Assessment . They state that the level of additional vehicle movements associated with the proposals would not give rise to highway operational issues.

The site is located in an accessible location which is supported by a good level of pedestrian and cycle infrastructure/routes. The site benefits from a good level of access by public transport with a GMAL rating of 7. Frequent bus services operate within close proximity of the site along Burton Road. Burton Road Metrolink stop is situated 700m which could be considered as a reasonable walking distance for some staff and patients.

The proposals result in the removal of 19no. existing standard parking bays. Of this reduction, 3no. spaces (located adjacent to the proposed building) will be converted into drop-off bays for patients/visitors associated with the proposed development. A total of 6no. disabled bays are proposed.

As part of the proposals, an additional 10no. long-stay cycle parking spaces will be provided for staff and visitor use. Whilst the proposed level of cycle parking provision

is initially considered to be acceptable, cycle parking demand should be thoroughly monitored and provided for on an annual basis as part of the ongoing Travel Plan.

A Travel Plan Addendum has been submitted as part of the application which outlines how the proposed facility would be incorporated into the wider Withington Community Hospital Travel Plan once operational. Highways request that incorporation into the existing Travel Plan is conditioned with any approval.

The submitted details indicate high levels of car parking capacity and that additional parking demand associated with the development can be accommodated on site.

The proposals include an extension to existing free on-site parking provision from 30 mins to one hour. As the TS states that a high level of appointments to be undertaken at the new facility will comprise shorter appointment periods, it is likely that a high proportion of service users accessing by car could utilise free on-site provision rather than parking on the surrounding highway network. However, Highways request that on-site and on-road car parking demand is monitored as part of the Travel Plan in order to gauge the impacts of additional levels of free parking provision and provide further mitigation if necessary.

Highways also recommend that staff parking/permit provision is monitored as part of the Travel Plan.

A Construction Management Plan (CMP) should be provided by the applicant prior to any construction works beginning to be secured via an appropriately worded condition.

A further condition is recommended relating to the provision of appropriate electric vehicle charging points.

*MCC Flood Risk Management Team* - Recommend conditions be attached to any approval for the submission and agreement of the final drainage scheme. The applicant has submitted revised information, but the following would still be required-  
- BRE 365 infiltration testing and United Utilities approval for the surface water connection.

*MCC Environmental Health (Environmental Protection)* - Accept the submitted Construction Management Plan and measures to control noise and dust; the submitted Air Quality Assessment; the submitted updated Noise Impact Assessment that includes nighttime background assessment is acceptable. It is recommended that conditions be attached.

*Greater Manchester Ecology Unit* - Accept that the scheme could deliver a net gain in local biodiversity, this is dependent on the recommendations provided for protecting nature conservation value are required to be implemented by condition. This includes the following recommendations -

- Full details of the proposed Landscaping should be required to be provided.
- Full details of protection measures for retained trees and habitats should be required to be provided and, once agreed, implemented in full (requirement for a Tree Protection Plan).

- Full details of additional biodiversity enhancement measures should be required to be provided. These should include -
  - i) proposals for the installation of bat boxes, bird nesting boxes and hedgehog houses.
  - ii) proposals for the long-term management of retained scrub and trees.
- No vegetation clearance required to facilitate the development should take place during the optimum time of year for bird nesting (March to August inclusive). All nesting birds, their eggs and young are legally protected.
- The measures to protect bats as set out in the Preliminary Ecological Appraisal Report should be required to be implemented in full.

*Greater Manchester Archaeology Advisory Service* - GMAAS agree with the results of the DBA that there is low potential for any buried remains of archaeological interest at the site.

GMAAS are satisfied that the current application has no archaeological implications, and that no further archaeological assessments or mitigation are necessary.

*United Utilities* - Recommend a condition for the submission and approval of a final detailed surface water drainage scheme.

*Greater Manchester Police (Design for Security)* - Raise no objections to the proposals and recommend that the building is built to Secured by Design standards.

## **Policy**

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

### *Core Strategy Development Plan Document*

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy - SP 1 Spatial Principles – The proposals would make a positive contributions of health, safety and wellbeing to residents within neighbourhoods of choice.



Policy - T1 Sustainable Transport – The development would provide cycle parking facilities, the site is located in close proximity to a number of public transport modes. A travel plan would be conditioned as part of any approval.

Policy - T2 Accessible Areas of Opportunity and Need – The application site is highly accessible by foot, cycle and public transport networks.

Policy - EN1 Design Principles and Strategic Character Areas – The proposals are considered to be commensurate in scale with the prominence of the sites location.

Policy - EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon & EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies - The energy strategy of the building has been designed in accordance with the energy hierarchy which seeks the incorporation of advanced building modelling and passive construction techniques, high efficiency systems, and renewable and low carbon energy sources where possible. A BREEAM preassessment has been undertaken which indicates that the development will achieve a BREEAM Excellent certification.

Policy EN 8 - Adaptation to Climate Change – The proposals would include a sustainable drainage system to reduce the risk of surface water flooding at the site and surrounding area together with the inclusion of the installation of an array of approximately 36Kwp of roof mounted photovoltaic solar panels.

Policy EN9 Green Infrastructure – The proposals would incorporate measures to deal with invasive species; precautionary construction measures to prevent disturbance to habitats and species; opportunities for on-site biodiversity enhancement.

Policy EN14 - Flood Risk – The site falls within Flood Zone 1 and is at low risk of flooding. A drainage strategy has been prepared and submitted with the proposals.

EN15 - Biodiversity and Geological Conservation – A Preliminary Ecological Appraisal Report has been prepared. The proposals would incorporate measures to deal with invasive species; precautionary construction measures to prevent disturbance to habitats and species; opportunities for on-site biodiversity enhancement.

Policy EN 16 - Air Quality – The proposals are accompanied by an Air Quality Assessment that concluded that the proposed development is not expected to have a significant impact on local air quality.

Policy EN 17 - Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 - Contaminated Land and Ground Stability – Given the previous use of the site there are contaminated land risks associated with the sites redevelopment. The site has been subject to desk study and if the proposals are granted approval further site investigations would be required, and this would be secured via an appropriately worded condition.

Policy EN19 - Waste – The application proposals are supported by a waste management strategy for the site.

Policy DM 1 - Development Management – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The application is considered to accord with the principles of this policy with more detailed consideration of relevant matters within the issues section below.

#### *Saved Unitary Development Plan*

Policies DC26.1, DC26.2 and DC26.5 Development and Noise – The proposals are accompanied by an appropriate noise impact assessment which has been fully assessed. It is considered that with the imposition of appropriate conditions the proposals would not give rise to unacceptable impacts in relation to noise generation.

#### *Relevant National Policy*

The National Planning Policy Framework (September 2023) sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role. The NPPF outlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed. The following specific policies are considered to be particularly relevant to the proposed development:

Section 6 (Building a strong and competitive economy) - The proposal would create jobs during construction that would support commercial premises within the local area.

Section 8 (Promoting healthy and safe communities) – The proposals would provide valuable local health facilities for the community and support the delivery of local strategies to improve health. The proposals have also been developed to reduce the opportunities for crime and the fear of crime.

Section 9 (Promoting Sustainable Transport) – The proposal is in a location accessible to a variety of public transport modes.

Section 11 (Making Effective Use of Land) – The proposal would re-use previously developed land for the provision of health facilities.

Section 12 (Achieving Well-Designed Places) – The proposals are supported by a Design and Access statement that sets out the context of the site and the design process undertaken.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The proposal has been designed to reduce energy demands and incorporate renewable energy solutions. The site is within Zone 1 of the Environment Agency flood maps and has a low probability of flooding.

Section 15 (Conserving and enhancing the natural environment) – The documents submitted with this application have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would not have a significant adverse impact in respect of the natural environment.

Section 16 (Conserving and enhancing the historic environment) – The proposal is located adjacent the Albert Park Conservation Area and is accompanied by a Heritage Assessment. The siting, design and choice of materials is considered to make a positive contribution to the designated heritage asset.

### *Other Material Considerations*

Places for Everyone Plan - The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive committee, on the 4 October 2023, has now agreed the Main Modification and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Once the consultation has been complete, the representations received will be forwarded to the Examination team managing the Plan. The Inspectors will consider

all the representations made on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies is now a material planning consideration in the determination of planning application in Manchester. The Plan and its policies must therefore be given considerable weight in the planning balance.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs. Securing higher densities in the most accessible locations is identified as helping to maximise the ability of people to travel by walking, cycling and public transport and reduce the reliance on the car.

Relevant policies of PfE in this instance are:

JP-P6: Health

JP-S1: Sustainable development

JP-S2: Carbon and Energy

JP-S5: Flood Risk and the Water Environment

JP-Strat13: Strategic Green Infrastructure

JP-Strat14: A sustainable and integrated transport network

JP-G 7: Trees and Woodland

JP-C5: Walking and Cycling

JP-C7: Transport Requirements of New Development

*Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)*

This Supplementary Planning Document supplements guidance within the adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The design, scale and siting of the proposed development is considered in more detail within the issues section of this report.

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

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

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;

- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

*Manchester: A Certain Future (MACF)* – This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council has committed to contribute to the delivery of the city’s plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

*Manchester Climate Change Board (MCCB) Zero Carbon Framework* - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city’s carbon reduction commitment in line with the Paris Agreement, in the context of achieving the “Our Manchester” objectives and asked the Council to endorse these new targets.

*The Zero Carbon Framework* – This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester. Manchester’s science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO<sub>2</sub> from 2018-2100.

#### *Other Legislative requirements*

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

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions, the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

#### **Issues**

*Principle* - The proposals seek to provide additional health care facilities on an existing site that provides local health care facilities with associated off-street car parking. The site was previously developed prior to its clearance in the early 2000s. As such the general principle of provision of further buildings to support the medical use of the site are considered acceptable in principle.

In this instance further consideration is required of the buildings siting and design, together with consideration of the implications on the existing green infrastructure on

the application site and potential impacts on the surrounding area in terms of traffic volume and car parking demands associated with it together with residential amenity.

*Need and benefits* - The application documents indicate that the proposals are part of the national Community Diagnostics Centre (CDC) programme. The aims of the programme are to reduce health inequalities and deliver improved diagnostic pathways to ensure patients are receiving care as quickly as possible. The CDC programme for Manchester and Trafford is proposed as a 'hub and spoke model', with the CDC hub being located at Withington Community Hospital (WCH) in the south of the region, and a further 'spoke' location planned for North Manchester. The Community Diagnostic Centre would achieve a number of key strategic objectives by reducing pressure on acute hospitals, increasing the speed in which patients can access tests and receive results, reducing waiting times and improving the location of test sites and increasing the choice available to patients about where to receive treatment, including provision of care in their communities. The new building would deliver two major services: Cardiorespiratory and Endoscopy.

*Design* - The proposed development comprises of a single building of two storeys plus plant at roof level, with a maximum height of 10.5, this would be set approximately 3.5m lower than the existing Withington Community Hospital building to the north of the site.

The application proposal is supported by a Design and Access Statement that sets out the design approach undertaken to devise the final submitted detail.



*CGI view - pedestrian approach from Burton Road entrance*

The proposed building would incorporate the following:

- The use of red brick as the primary material with lighter coloured brick, anodised aluminium cladding and curtain walling to add variation and visual interest to the building.
- Larger window reveals to create privacy between the building and its surroundings.
- Use of a large area of glazing to the main entrance, to aid identifying this as the

main access point to staff, patients and visitors, whilst also providing maximum light to the interior and views out onto the landscaped area.

- Projecting shrouds and brick detailing are proposed throughout the design to create a sense of unity, consistency and visual interest.

- The design of the proposed building ensures appropriate separation from the adjacent hospital building and surrounding residential properties. The requirement for a separate building is due to the sensitive nature of the services being provided.



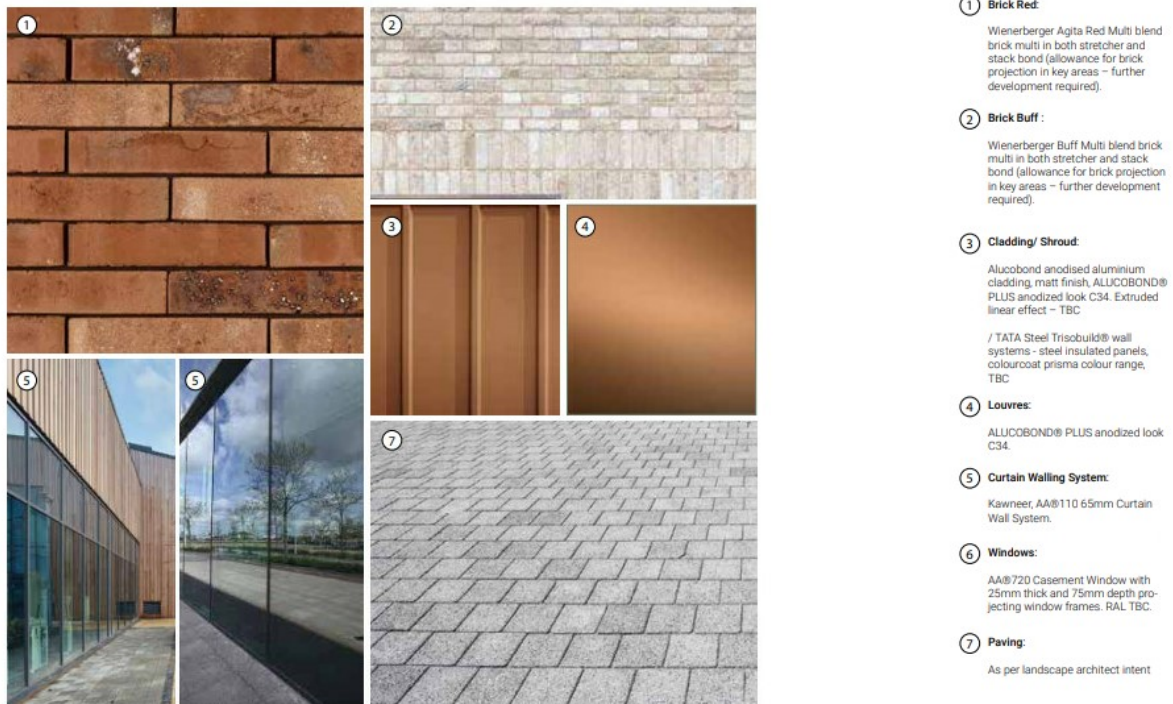
*CGI of Main pedestrian approach*

The proposed building has been set back into the site, this assists in creating the required screening of the users from the surrounding area but also allows the retention of all mature trees along the Fielden and Burton Road boundaries. The choice of the site was informed by its relationship to the existing hospital together with it providing the appropriate space whilst retaining the majority of the car parking spaces at the site.

The ground floor would comprise: the main entrance and reception areas; the Endoscopy Department, and, staff accommodation including offices.

The first floor includes the Cardiorespiratory department, some staff support accommodation and access to a large internal plant room to support the building. A lift is to be provided to serve the first floor.

The provision of a flat roof building allows continuity with the existing hospital building to the north but also enables its use for the installation of a photovoltaic array.



### *Architects material study for building elevational treatment*

There are criticisms relating to the chosen location of the proposed building, whilst impacts on biodiversity and trees are considered below, the design and access statement and supporting documents accompanying the application set out a reasoned design process that has been undertaken to inform the choice of location on site to optimise its adjacency to the existing hospital and to minimise impacts on the level of retained on-site car parking.

The design, siting, scale and massing of the building are considered to be of a high quality of design and are considered to respects and complements the character of the surrounding area whilst ensuring it performs the required function of providing specialist cardiorespiratory and endoscopy facilities.

**Residential Amenity** - The proposed new facility would be located within the grounds of an existing community hospital and close to a commercial area on Burton Road. It is not considered that the comings and goings associated with the use would have any unduly harmful impacts on neighbouring residents. The existing hospital operates without restrictions in terms of its operating hours and given the relationships set out below it is not considered that the proposed facility that would operate on an appointment system would not give rise to significantly greater impacts than the existing hospital building.

Concerns have been raised regarding the landscaped area and provision for outdoor seating for patients, visitors and staff and the potential for this to give rise to impacts on existing residents. Given the location of this seating, intervening distance and landscaping such impacts if they arise would not be considered significant.

With regards to noise, an acoustic report has been submitted and fully assessed by colleagues in Environment Protection who are satisfied that any noise generated by



the building and associated plant and equipment would be appropriate in this context and would not give rise to unacceptable impacts.

The proposed two storey building would be set 26m from the boundary to the pavement on Burton Road and approximately 15 metres from the boundary with Fielden Road. Given the distances to the site boundary and that the closest residential properties on Burton Road and Fielden Road are separated by road and associated footways it is not considered that the proposals would give rise to impacts on residential amenity in respect of loss of light, overshadowing, loss of privacy, or noise.

*Visual Amenity and Impact on the Albert Park Conservation Area* - The application is accompanied by a proportionate Heritage Statement that identifies the heritage assets that have the potential to be affected by the proposed development. This assessment sets out the historic development of the site and wider area which shows the development of the application site and wider hospital area in the mid 20<sup>th</sup> Century with government offices.

The application site does not contain any designated heritage assets and is not located within the Albert Park Conservation Area (CA), the western boundary of which lies on the opposite side of Burton Road and to the south of the application site. The CA is assessed has having retained its overall character and appearances as a Victorian residential area with interspersed facilities – town hall, churches, schools, and commercial core. The application site does not share the same character and appearance to the CA having developed after the Victorian terraces within the CA being vacant until developed for government offices in the mid century. The submitted assessment sets out that although not contributing itself to the significance or character or appearance of the conservation area, mature trees lining Burton Road are evident on historic mapping and aerial photographs, and are reflective of the mature street trees found throughout the conservation area, and add to the verdancy of Burton Road.



*CGI Visualisation from Burton Road looking west towards the application site- Proposed building is edged in red with existing Hospital building to the right*

It is considered that given the siting of the proposed building, the retention of boundary trees, that the proposed building would be visible from a limited area from the western part of the CA. As such it is not considered that proposal would give rise to harm to the Albert Park CA, the character, appearance and significance of the CA would be retained.

There are listed buildings within the area around the site and these are: Withington Hospital (Principal Administrative Block) (grade II listed) and the Entrance Lodges, Piers, Screen and Gates of Withington Hospital (grade II listed). Given these designated assets are located some distance from the application site and are separated by intervening trees, and other buildings, the significance of these assets would not be affected by the proposed development.

As set out in the previous section of this report the proposed design, siting, scale and mass of the proposed building is considered suitable for the site and its location. This reflects the adjacent Hospital building and is proposed to be finished in materials that are reflective of those used in the wider area. As such given the set back from the Burton Road frontage the proposal is not considered to give rise to harmful impacts on the visual amenity of the area.

*Transport, parking and accessibility* - The applicant has submitted a Transport Statement and a Travel Plan Addendum, these have been fully assessed as part of the consideration of the proposals. MCC Highway Services raise no objections to the proposals on highway capacity or safety grounds. The assessments provided indicate that the level of car parking at the wider site would remain acceptable and would service the demand generated.

The majority of concerns raised through the notification process related to on-street car parking issues in the vicinity of the site and that staff and patients attending the hospital contribute to these pressures. Residents concerns are that the proposals would exacerbate these pressures and that the car parking charges in place at the wider site encourage on-street car parking.



*View south along Elizabeth Slinger Road to the west of the application site*



*View across Burton Road to Stratford Road to the north east of the application site*



*Kenilworth Avenue to the north east of the application site*



*View south-east across the western part of the car park at the hospital*

In addition to the submitted documents the applicant has recently written to the Council to confirm that in response to concerns that have been raised by local residents regarding the impact of parking on local streets. This letter confirms that the applicant has agreed to increase the free parking period on the Withington Community Hospital site from 30 to 60 minutes. MCC Highway Services confirm that such an increase to 60 minutes would be of benefit to those patients accessing the proposed facility.

The proposals also set out to provide 10 no. additional secure and sheltered cycle parking spaces for staff, patient, and visitor usage, and 6 no. electric vehicle charging points. As part of part reconfiguration of the existing car parking area 6 no. additional disabled parking bays would be created and three drop off bays in close proximity to the building would be marked out.

It is indicated within the submitted documents that the applicant has recently implemented a Travel Plan (January 2023) to align with their Healthy Travel Strategy which aims to minimise the number of car trips generated by the Hospital site and encourage staff, patients and visitors to use sustainable modes of transport, where possible. With the aim of changing the travel behaviours to and from the site by both staff and patients / visitors, an Action Plan has been identified which includes a number of short, medium and long-term measures that will be implemented, as follows:

- Short term: Continue the cycle repair / maintenance programme for staff; Consider opportunities to increase the number of EV charging points; Launch of the corporate Travel Plan framework and identification of an 'active travel champion' within the workplace to coordinate promotional activities and schemes; Refresh and update travel information to continue to promote active and sustainable travel to staff and patients.
- Medium term: Support the newly implemented zero carbon salary sacrifice car leasing options for staff; Explore the potential for a car club to operate from the site, for staff; Consider including links to sustainable travel information on patient appointment letters.
- Long term: Work with TfGM and MCC to support the development of routes surrounding the site to develop connections to existing cycle routes.

The approach proposed by the applicant seeks to balance the needs for on-site car parking available without charge to minimise the need for on-street car parking and broadening access by active travel modes and public transport to staff and visitors at this sustainable location. As set out above the applicant has recently begun a travel planning exercise for the hospital site. The continuation and monitoring of the effectiveness of this would provide an ongoing commitment to ensuring that the development plays an active part in reducing dependency on car travel in a highly sustainable location where this is possible. This is considered acceptable, and a suitably worded condition is proposed to reflect the commitment to the sites travel plan and for effective monitoring as requested by MCC Highway Services.

*Landscape, Ecology, Trees* - The application is accompanied by a Preliminary Ecology Appraisal, Baseline Biodiversity baseline assessment, Arboricultural Impact Assessment, and landscape scheme.



*View along Fielden Road towards Burton Road, application boundary is to the right*



*View north along Burton Road, boundary of application site is to the left*



*View south-east across car park towards application site to the right of the existing hospital building*



*Southern elevation of the hospital building, with application site to the right*



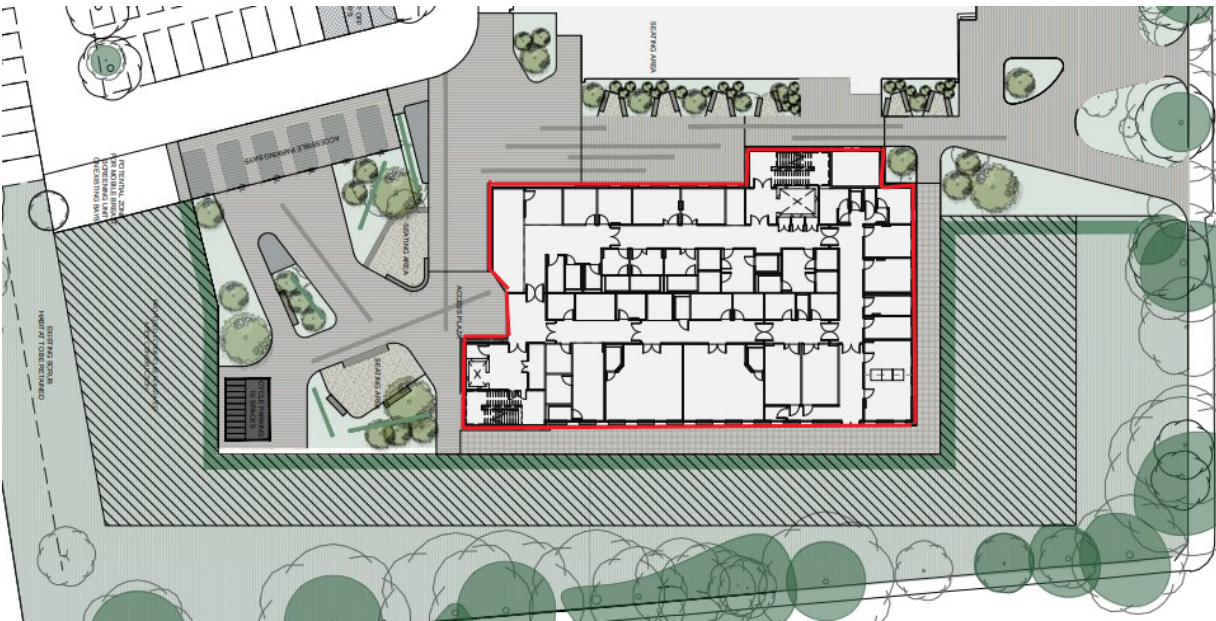
*View into the application site showing the scrub and trees within it*



The proposals would result in the loss of scrub and self-set trees as a result of the proposed development. One whole group and one partial group of trees both categorised as C (trees of low quality) within the tree survey are proposed to be removed. The proposals would retain the higher quality trees that bound the site including those subject of the Tree Preservation Order, and further details of their protection during construction works would form part of a detailed arboricultural method statement which would be required prior to any construction works taking place on site. A suitably worded condition is proposed for this to be submitted and agreed. Whilst it is regretted that an area of trees and scrub would need to be removed to facilitate the development it is considered that with appropriately worded conditions this loss can be mitigated.

The landscape proposals have been designed to enhance the environment around the proposed building providing a net gain in biodiversity and create a greener setting the proposals include:

- A plaza style entrance comprising of block paving, including seating areas for staff, patients and visitors set within landscape areas comprising amenity shrub and additional tree planting (approximately 48 trees and shrubs are indicated on the outlined landscaping scheme).
- Pedestrian footpaths comprising of block paving, with seating areas provided along the main footpath to / from Burton Road set within amenity shrub and tree planting.
- Retention of scrub habitat to the south and west separated from the building and hard landscaped area by a mixed native hedgerow.
- Retention of mature boundary trees to provide screening from surrounding properties.



*Approach to landscaping around the building (edged red) – showing retained boundary trees and scrub retained/ proposed scrub area green hatched area post construction/hard and soft landscaping within plaza and public realm to the east, west and north of the proposed building*

Whilst the general landscape proposals are accepted, in line with the recommendations of the biodiversity baseline assessment and preliminary ecology appraisal further details are required: of the types of planting and species, inclusion of nest and roost boxes, together with other biodiversity enhancement features to ensure that a biodiversity net gain is achieved on the site.

Other conditions would need to be appended to any approval in line with the recommendations of the Council's specialist ecological advisors to ensure appropriate measures are in place during construction works in relation to protected species such as bats.

*Accessibility* - The external landscaping would provide direct access to the building from Burton Road and the internal car parking including the 6no. dedicated accessible parking bays. These spaces are in addition to existing accessible spaces located to the north of the existing car park close to the main entrance to the hospital (30 no. existing spaces in this location). A level threshold is shown into the proposed building from the external landscaping area with the building containing an internal lift allowing access to both floors. Accessible toilet and changing facilities are located on both floors and internal corridors are in excess of a double door width providing appropriate circulation around the entire building.

*Flood Risk and Drainage* - The proposals are supported by a surface water management report and drainage strategy. This indicates that the surface water run off from the site is capable of being reduced to acceptable levels and would not cause a flood risk. Further information is required as part of the detailed drainage scheme and an appropriately worded condition is proposed to be appended to any approval of the proposals.

*Waste Strategy* - The application is accompanied by a Waste Strategy. This confirms that the applicant implements the waste hierarchy to deal with all waste generated on-site and is managed through the applicant's waste management policy. Any waste that cannot be prevented is appropriately segregated by clinical and non-clinical staff. Once segregated, waste is transferred to large wheelie bins or other suitable containment from the point of production to the waste disposal compound at the existing hospital building. It is proposed to extend an area of fencing to accommodate the additional waste receptacles within this compound. Access to the waste compound will be as per the existing access to the west from within the car park.

*Sustainability* - An Environmental Standards Statement (ESS) has been prepared to accompany the application. This demonstrates the range of measures incorporated into the scheme to meet local and national sustainability planning policy and contribute to Manchester's and the NHS's net zero carbon ambition. The energy strategy of the building has been designed in accordance with the energy hierarchy which seeks the incorporation of advanced building modelling and passive construction techniques, high efficiency systems, and renewable and low carbon energy sources where possible. A BREEAM preassessment has been undertaken which indicates that the development would achieve a BREEAM Excellent certification.

The proposed development also includes measures such as the installation of an array of roof mounted photovoltaic solar panels. Other energy efficient building services systems to be included are the use of heat pumps, LED lighting installations, and low energy mechanical ventilation systems.

*Crime and Safety* - The application is accompanied by a Crime Impact Statement prepared by Greater Manchester Police which supports the proposed development. A number of recommendations in relation to the security measures to be included within the development are made. A condition is proposed for the development to achieve Secured by Design Accreditation.

*Conclusion* - The application relates to a previously developed site that has become covered with shrub and largely self-set trees following the redevelopment of the wider site in the mid 2000s. It has in the intervening period been left largely unmanaged; concerns have been expressed about the loss of this land as a result of the proposals. The site forms part of a wider site that contains the Withington Community Hospital and associated surface car parking.

The proposal itself would provide a valuable and much needed new health care facility that would assist in improving the types of medical services available at the site. There is no doubt therefore that as a principle, a development of this type and nature is acceptable and accords with the planning framework and wider strategies for the city.

Concerns about details relating to the scheme are acknowledged. In particular, the key objection is around the level of existing on street carparking and potential impact on the local area. This has been considered in the context of the proposals which offer an appropriate balance of off-street car parking with an increased period of free parking and measures to encourage the use of more active travel modes, in addition to the sites links to public transport and the applicants intention to be actively involved in the ongoing co-ordination of the travel planning measures for the development.

It is also important to balance this with the nature of the application and the recognised need to for health care facilities that improve health outcomes in the city. As set out in this report the form and design of the development is considered acceptable for the site given its context and character. Careful consideration has been given to the siting, scale and appearance of the development to ensure it is high quality, sustainable and minimises any impacts on existing residents. With above in mind, the proposal accords with all national and local planning policies and guidance.

## **Other Legislative Requirements**

### **Equality Act 2010**

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality

Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

**Human Rights Act 1998 considerations** – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

**Recommendation** APPROVE

### **Article 35 Declaration**

The application has been considered in a positive and proactive manner as required by The Town and Country Planning (Development Management Procedure) (England) Order 2015 and any problems and/or issues arising in relation to dealing with the application have been communicated to the applicant's agent.

### **Conditions to be attached to the decision**

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Surface Water Network/Management Calculations prepared by micro drainage;  
Proposed below ground drainage layout reference 22182 CCS WCH006 XX DR S 93100 P.05 as received by the City Council on the 28<sup>th</sup> November 2023

Proposed Ground Floor Plan DAY-V1-00-DR-A-040004 REV P5  
Proposed Location and Site Plan DAY-V1-00-DR-A-040005 REV P9  
Proposed First Floor Plan DAY-V1-00-DR-A-040101 REV P5  
Proposed Roof Plan DAY-V1-00-DR-A-040201 REV P5

Site Wide General Arrangement 2301-SQU-XX-00-DR-L-001 REV P7  
Noise and Vibration Impact Assessment dBx Acoustics Ltd 23046-R01A-SW  
Stage 1 and 2 Arboricultural Impact Assessment Report reference 2485237 Rev 2  
Biodiversity Baseline Assessment 2485005 Rev 06 & Metric  
1342-22-DAY-WCHCDC-DAY-V1-00-DR-A-040006 Rev P3 Proposed Waste  
Management Plan and Compound Alterations together with the Waste Strategy  
Report June 2023 (received on the 12<sup>th</sup> July 2023)  
Transport Assessment and 83266-CUR-XX-XX-T-TP-00003-P02 Curtins  
Framework Travel Plan (received on the 12<sup>th</sup> July 2023 ) together with the Travel  
Plan addendum ref 83266-CUR-XX-XX-T-TP-00002 Revision: P04 prepared by  
Curtins  
All as received by the City Council on the 7<sup>th</sup> November 2023

Crime Impact Statement Greater Manchester Police (Secured by Design) as received  
by the City Council on the 23<sup>rd</sup> August 2023

Proposed Elevation North and East DAY-V1-00-DR-A-041002 REV P4  
Proposed Elevation South and West DAY-V1-00-DR-A-041003 REV P4  
Proposed Sections DAY-V1-00-DR-A-042001 REV P4  
Site Sections 2301-SQU-XX-00-DR-L-200-SITE SECTIONS REV P1  
Preliminary Risk Assessment prepared by Groundtech Consulting reference GRO-  
23019-4177  
Design and Access Statement DAY Architectural Ltd  
Environmental Standards Statement Ridge  
Preliminary Ecological Appraisal Report RSK BioCensus 2485005 Rev01 June 2023  
Air Quality Assessment Miller Goodall  
Environmental Standards Statement Ridge  
BREEAM Pre-Assessment Report Ridge  
Construction Phase Environmental Management Plan prepared by BAM  
Flood Risk Assessment CSS Consulting Limited  
All as received on the 12 July 2023

Reason - To ensure that the development is carried out in accordance with the  
approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Notwithstanding the approved details, prior to the commencement of development,  
an updated construction management plan outlining working practices during  
development shall be submitted to and approved in writing by the City Council as  
Local Planning Authority, which for the avoidance of doubt shall include:

- Phasing and quantification / classification of vehicular activity associated with  
planned construction
- commentary on types and frequency of vehicular demands together with evidence  
(including appropriate swept-path assessment) of satisfactory routing both within the  
site and on the adjacent highway together with associated traffic management;
- appropriate measures to manage construction works which are likely to take place  
alongside usual hospital operations
- Details of the parking for construction vehicles and associated contractor parking.

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

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

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

4) The development shall be carried out in accordance with the measures to protect bats as outlined in section 5.2.2 of the approved Preliminary Ecological Appraisal report.

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

5) Prior to the commencement of development, an Arboricultural Method Statement that details the exact location and nature of protective fencing, tree pruning, signage, timings and methods of works and other protection measures around trees to be retained as part of the development, shall be submitted to and approved in writing by the City Council as local planning authority. The approved measures shall be installed and retained at the site in accordance with the agreed details.

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

6) Within 1 month of the commencement of above ground works, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The scheme shall include:  
- Details of bat and bird boxes and hedgehog houses to be installed and timescales for their installation;  
-Proposals for the long-term management of the retained scrub and trees;

The agreed scheme shall be implemented in accordance with the agreed details and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote biodiversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

7) No vegetation clearance shall take place during the optimum period for bird nesting (1<sup>st</sup> March – 31<sup>st</sup> August inclusive) unless nesting birds have been shown to be absent by a suitably qualified expert.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy.

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

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

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

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

9) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998" Recommendations for Tree Work".

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

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

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

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

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

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

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

11) Notwithstanding the details submitted, prior to commencement of development an updated scheme for surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved detailed design, prior to the first use of the building. The submitted scheme shall include:

- Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required;
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

12) Prior to the commencement of above ground development, all materials to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development.

The approved materials shall then be implemented as part of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

13) The measures for investigating the site identified in the Preliminary Risk Assessment shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.



Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

14) When the development commences, the development shall be carried out in accordance with a previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. No occupation of the development shall take place until the completion/verification report is submitted to and approved by the City Council as local planning authority.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

15) A detailed Travel Plan which relates to the hereby approved development and the wider Withington Community Hospital buildings at the site shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the development hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and patients during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval.

Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

16) Prior to the first occupation of the development hereby approved, full details of the electric car charging points to be installed shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development hereby approved and be retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

17) No part of the development hereby approved shall be occupied until the space and facilities for bicycle parking have been provided in accordance with the details shown on drawings referenced CH0BA-BUT-ZZ-00-DR-A-04100-P04 received by the City Council as Local Planning Authority on 9 August 2023. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

18) The car parking area within the site edged red indicated on drawing reference DAY-V1-00-DR-A-040005 REV P9 'Proposed Location and Site Plan' received by the City Council as Local Planning Authority on 7th November 2023 shall be surfaced, demarcated and made available for use prior to the first use of the development hereby approved and be retained thereafter whilst the development is in use.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

19) a) Any externally mounted ancillary plant, equipment and servicing to be installed shall be selected and/or acoustically treated in accordance with the approved Noise Impact Assessment prepared by dbx acoustics reference 23046-R01A-SW as received by the City Council as local planning authority on the 7<sup>th</sup> November 2023 so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to its installation, the scheme, including any necessary mitigation, shall be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the site.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved verification report shall be submitted to and approved in writing by the City Council as Local Planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non - conformity with the recommendations in the report shall

be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

20) Within 3 months of the commencement of development, a detailed hard and soft landscaping treatment scheme which shall include species, type and size of any trees, hedges, shrubs and plants to be planted and the timescales for the implementation of the scheme shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented in accordance with the previously agreed timescale. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

21) The development hereby approved shall include a scheme for the illumination of external areas. Prior to the first occupation of the development full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy.

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

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

23) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a sustainable drainage scheme

have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- A verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Manchester Core Strategy.

24) Prior to the first occupation of the development hereby approved a post construction review certificate/statement detailing the energy and sustainability performance of the development shall be submitted for approval to the City Council as local planning authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

25) The development hereby approved shall be implemented in accordance with the waste management details provided on the submitted waste management plan and drawing referenced CHOBABUTZZ00DR04100P04, received by the City Council, as Local Planning Authority on 21 April 2023 and 9 August 2023 respectively. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. No bins shall be stored outside the curtilage of the development at any time.

Reason - In the interests of amenity and public health, pursuant to policies EN19, DM1 and SP1 of the Manchester Core Strategy.

26) Prior to the first occupation of the development hereby approved, written confirmation of a Secured by Design accreditation for the development shall be submitted to and approved in writing by the City Council as local planning authority.

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

27) Notwithstanding the provisions of the Town and Country Planning (Use Classes Order) 1987 as amended (or any order revoking and re-enacting that Order with or without modification) the building hereby approved shall only be used for the provision of medical or health services - use class E(e) and for no other purpose, unless expressly approved by the City Council as local planning authority.

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without the prior approval of the local planning authority pursuant to policy DM1 of the Core Strategy and saved UDP policy DC26.

28) Prior to the first use of the development hereby approved the surface car parking as identified within the defined site edged red and blue shown on drawing reference DAY-V1-00-DR-A-040005 REV P9 'Proposed Location and Site Plan' received by the City Council as local planning authority on the 7<sup>th</sup> November 2023 shall be made available free of charge to staff and those attending the site for a minimum period of 60 minutes per day.

Reason – In the interests of the amenity of nearby residents pursuant to policy DM1 of the Core Strategy.

### **Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 137537/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

**The following residents, businesses and other third parties in the area were consulted/notified on the application:**

**Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
Corporate Property  
MCC Flood Risk Management  
United Utilities Water PLC  
Greater Manchester Police  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit  
West Didsbury Residents Association  
Planning Casework Unit**

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

**Representations were received from the following third parties:**

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

