

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139942/FO/2024

Date registered valid: 13 June 2024

Proposal: Erection of a 3-storey extension with associated electric sub-station, amended car parking layout, boundary treatments and landscaping.

Address: The Langley Building, Southmoor Road, Manchester, M23 9QZ

Ward(s): Baguley Ward

Applicant: Mr David Rogers, Medicines Evaluation Unit

Agent (if any): Mr Yousaf Qazi, MHA Architects

Case officer: Robert Griffin
Tel: 0161 234 4527
Email: robert.griffin@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 12.09.2024

Application details

Type of application: Full Application Consent

Development type: Major Other

Date of site visit: 10 July 2024

Standard consultations:

Printed: 20 June 2024 Expired: 11 July 2024

Neighbour notifications

Printed: 20 June 2024 Expired: 11 July 2024

Site notice

Posted: 28 June 2024 Expired: 19 July 2024

Press advert

Published: 25 June 2024 Expired: 9 July 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The site is located within the Wythenshawe Hospital site which is to the west of Wythenshawe town centre. The application site is located on Southmoor Road/Hospital Road, which can be accessed off Floats Road to the east of the site and Hollyhedge Road to the west. The site is close to Newall Green, Baguely, Butcher and Shady Lane Estates, Roundthorn Industrial Estate is located towards the rear of the site.

The site is separated from residential properties by other medical buildings associated with the Hospital campus and the wider highway network. By the very nature of the uses in the immediate area including historic industrial and commercial uses, the site is within a busy location with activity taking place throughout the day and night.

The application site is located to the immediate north-east of the existing Medicines Evaluation Unit and to the east of the existing Nightingale Centre and comprises areas of external car parking and comprises hard standing and gravel surfacing with some limited boundary scrub and hedgerows.



Application site edged in red

Description of development

The proposals are for a three storey extension to the existing Medical Evaluation Unit which would take a similar layout to the existing building and provide an additional 28 bed spaces, volunteers lounge, new sanitary facilities together with offices, laboratories and meeting rooms. In addition to the extension building the car parking at the site would be re-organised with additional car parking for the MEU and adjacent Nightingale Centre, landscaping would be provided together with sub-station and cycle parking and bin store.

Relevant Planning History

137892/FO/2023 - Erection of a single storey extension and level link corridor to the existing Nightingale Centre together with external plant and equipment enclosure; landscaping works; fencing; and access gates. Approved 17.10.2023



Approved layout of extension

125934/FO/2020 - Two storey extension to the existing Nightingale Centre to accommodate ground floor breast imaging clinical accommodation, first floor teaching and office accommodation, with photovoltaic panels to the roof, external plant, chiller and cycle store within the grounds, landscaping and boundary treatment -Approved 5 May 2020.

093601/FO/2010/S2 - Erection of two storey side extension to form additional hospital accommodation together with re-modelling of existing car park. Approved 29.09.2010

094103/FO/2010/S2 - Erection of a two storey extension to the rear of the medicines evaluation unit, elevational alterations to the existing building and associated external works to provide extended car parking facilities for the unit

072299/FO/2004/S2 - Erection of two storey building to form administrative and clinical research facility following the partial removal of an existing earth mound. Approved 20.09.2004

Consultations & Notification Responses

A site notice was posted, advertisement placed in the Manchester Evening News and letters sent to nearby premises, no responses were received.

Consultee responses

Greater Manchester Ecology Unit – Raise no objections to the proposals. The landscaping proposed for the site would achieve a minimum of a 10% net gain in biodiversity. It is not considered that the habitats to be created as significant in biodiversity terms and therefore a 30 year landscape management plan is not required.

MCC Work and Skills Team – Request a local labour agreement condition be attached to any approval.

MCC Flood Risk Management Team – Recommend conditions be attached for the submission and approval of a drainage scheme and subsequent details of the maintenance, management and verification of installed drainage scheme.

MCC Highways – Raise no objections in relation to pedestrian or highway safety, they do not indicated the proposals would give rise to severe impacts on the capacity of the highway network. The site is identified as being well accessed by sustainable modes, with Roundthorn Metrolink Station located within walking distance of the site. Regular bus services also operate along Southmoor Road and Ledson Road. They recommend that pedestrian facilities are provided at the Roundthorn Metrolink stop/Southmoor Road/Hollyhedge Road Junction, as there are no existing facilities. Highways request that double yellow lines are refreshed along Southmoor Road, particularly to the exit-only junction associated with the proposed development.

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

The applicant has responded to queries raised relating to movements of vehicles, refuse and servicing and cycle and car parking provision.

The updated site plan indicates that the refuse storage area is located to the north-east corner of the site. It is noted that the refuse vehicle will enter the site via the entry-only access, drive along the circulator loop and then reverse into the vicinity of the refuse storage area to collect the waste. Swept path analysis drawings demonstrates that the large refuse vehicle can access the site, manoeuvre and egress in a forward gear. Highways deems this to be acceptable subject to refuse servicing take place outside of peak hours.

It is noted that cycle parking space will be sheltered and located within the gated staff car park to be secure. This is acceptable from a Highways perspective.

The updated site plan and TS indicates that a total of 136 car parking spaces will be provided at the MEU. This will be 89 staff parking spaces (including 2no. disabled bays and 4no. EV charging bays) and 47 patent/visitor/staff spaces (including 6no. disabled spaces and 3no. EV parking space). This is an increase in 1no parking bay (for staff) from the site plan previously submitted alongside the planning application. This is acceptable from a Highways perspective subject to a car parking management plan. It has been confirmed that EV charging points of a minimum of 7kW will be provided.

MCC Environmental Health – Confirm information provided in relation to lighting, EVCs, waste management are acceptable but requests conditions relation to the acoustic treatment of external equipment, ground contaminated and remediation, and construction management plan.

Manchester Airport Aerodrome Safeguarding Officer – Recommend a condition relating to access to roof spaces to prevent gulls and other bird species nesting or loafing at the site.

Informative are also recommended in relation to radio equipment to ensure no interference with communication and navigation equipment and relating to the use of cranes and tall equipment.

Conditions are recommended in relation to car parking management plan, waste strategy, delivery management plan and construction management. However, it is noted there are no

objections from MCC Highways in respect of the waste management and delivery arrangements it is therefore proposed to agree the submitted details for these two elements.

Policies

The National Planning Policy Framework (December 2023) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

The NPPF states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The NPPF states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. 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.

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 SP1, Spatial Principles

Policy EC10, Wythenshawe – This policy states that Wythenshawe is expected to provide 55ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution. It states that the majority of economic development will be focused on four sites, the second of which is relevant in this instance:
2. University Hospital South Manchester suitable for growth related to the healthcare and biosciences and ancillary offices.

Policy EC 12, University Hospital South Manchester Strategic Employment Location – This policy states that University Hospital South Manchester has plans to expand its operation,

emphasising its role in key health care areas, bio-science and pharmaceuticals. Hospital expansion will include a mix of education and conference facilities, clinical trial labs, fitness/well being centre, an innovation centre, incubator units, an hotel and ancillary offices.

Policy DM1, Development Management – This policy states that all development should have regard to a number of issues, in this instance the most relevant are considered as follows:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

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 adopted in March 2024 relevant policies in this instance are:

Policy JP-Strat9: Southern Areas

Policy JP-S1: Sustainable Development

Policy JP-J1: Supporting Long-Term Economic Growth

Policy JP-J2: Employment Sites and Premises

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity

Policy JP-P6: Health

Policy JP-Strat10: Manchester Airport

Issues

Principle of the Proposal – The principle of the proposed development on a site within an established location and existing building for research and health services on previously developed land is considered to be acceptable. Notwithstanding this, any impact upon visual and residential amenity, as well as existing levels of pedestrian and highway safety must be assessed.

Design – The proposed extension would be three storeys in height and would provide an addition to the area that is considered to be visually beneficial overall.

The design, siting and choice of materials are considered to be appropriate for the site in this location where there are a range of designs and finishes reflecting the historic development of the hospital site in general over a lengthy period of time. Notwithstanding this the proposals have been designed to assimilate with the existing building that it would be attached to.

The applicant has submitted an external materials specification alongside the application which includes details of the proposed buff brick and colours of aluminium curtain walling and window frames. These details are considered acceptable and a suitably worded condition is proposed for these to be used for the external finishes of the building. Overall, the design of the extension is considered acceptable.



CGI View of proposal from Southmoor Road

Scale – As the extension would be three storeys in height it would be of a slightly taller finish to the existing MEU building. However, the surrounding buildings including the adjacent Nightingale buildings are two to three storeys in height, as such the scale of the proposal is considered acceptable.

Siting – The extension is to be sited at the side of the existing MEU building, the extension has been ‘cranked’ to enable adequate vehicular access to the building. Given the constraints of the site and requirements around access and car parking provision the siting is considered acceptable in this instance.



Southmoor Road proposed street elevation showing scale in context of existing adjacent buildings

Visual Amenity – Given the design and siting of the proposal, it is not considered that the proposal would have a detrimental impact upon visual amenity along this section of Southmoor Road. As set out above the design and choice of materials are considered to be suitable for the site and the building would successfully assimilate into the streetscene and wider area.

Residential Amenity – It is acknowledged that the site is located within an area that generates activity all times of the day, however, the proposals are not considered to give rise to significant increase in such activity. As there are no residential properties within the immediate vicinity of the proposal it is not considered that the development would not have a detrimental impact upon existing levels of residential amenity.

The proposals incorporate a roof terrace area to the rear of the building which would afford views over the rear of the site towards industrial and commercial premises to the north

Pedestrian and Highway Safety – Given the anticipated traffic movements associated with the additional accommodation, it is not considered that the proposal would have a detrimental impact upon pedestrian and highway safety.

A request has been made for the development to fund improvements to the pedestrian crossing facilities adjacent the closest Metrolink station approximately 350 metres to the east of the site. Whilst the proposals would lead to an increase in staff and clients accessing the site it is not

considered reasonable or proportionate to seek such works as part of the application proposals subject of this application.

Car Parking – The proposals are supported by a transport statement which includes parking surveys. It is noted that the proposals would result in the loss of an area currently used for hospital car parking, however, it is understood this area is not within the wider car parking provision for the hospital campus. Given the existence of a campus wide travel plan, and the sustainability of the location in terms of accessibility this reduction is considered acceptable. It should also be noted that Highway Services have not raised any objections to this reduction and accept that the proposals would not give rise to any highway operational or safety issues. Whilst it is understood the MEU and extension would fall within the auspices of the wider Campus Travel Plan a condition is proposed to ensure that the development is part of that wider travel plan.

Trees and Landscaping – The proposal would not require the removal of any trees given the site is made up of gravel and tarmac surface with some shrubs located around the boundary. An indicative landscape scheme has also been provided which indicates that the proposals would achieve a 10% net gain in biodiversity on site. A condition is proposed for the submission and agreement of a final landscaping scheme for the site.

Ecology – A preliminary ecology appraisal has been submitted alongside the application and has been fully assessed. The site does not contain important habitats or protected species within it and no concerns or objections have been raised to the proposals by the Greater Manchester Ecology Unit.

Security – The application is supported by a Crime Impact Statement which raises no significant concerns in relation to crime prevention or security.

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 a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given 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 determined in a positive and proactive manner, issues that have arisen during the consideration of the application have been discussed with the applicant's agent and updated drawings and documents have been provided. Appropriately worded conditions are proposed to be attached to the decision.

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

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

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

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

1ME06-MHA-B1-00-DR-A-02001-S0-P3 Ground floor plan

1ME06-MHA-B1-01-DR-A-02002-S0-P3 1st Floor Plan

1ME06-MHA-SA-ZZ-DR-A-01001-S0-P3- site location plan

1ME06-MHA-ZZ-ZZ-DR-A-08-S0-P1 - sub station and switch room detail

1ME06-MHA-SA-ZZ-DR-A-01012-S0-P2 - site sections

2D Topographical Survey

Nova Acoustics - HTM-08-01 Acoustic Assessment Project Reference: NP-010558

Crime Impact Statement Medicines Evaluation Unit Limited VERSION A: 08/12/2023

REFERENCE: 2019/0988/CIS/03

Delivery and Service Management Plan (DSMP) 1ME06.Db.02- April 2024

External Materials Statement (EMS) 1ME06.Db.03 - March 2024

Local Employment Agreement (LEA) 1ME06.Db.04- December 2023 and Statement of Intent to deliver Local Labour and other Local benefits

Pedestal, EVlink Pro AC, for 2 charging stations and Charging station, EVlink Pro AC/AC Metal, 7.4kW, 32A, 1P+N, T2S

socket-outlet, RDC-DD 6mA, RCD Asi 30mA, MNx aux.

BNG Metric

Biodiversity Net Gain Assessment prepared by Arbtech version 3.1

Preliminary Ecological Appraisal and Preliminary Roost Assessment prepared by Arbtech version 2

Phase I Preliminary Risk Assessment (PRA) Reference: 33631-SUT-ZZ-00-RP-G-7101 Date: December 2023

Design and Access Statement 1ME06.Db.01 – July 2024 Rev A

All as received by the City Council as local planning authority on the 3rd May 2024

Phase II Interpretative Ground Assessment Reference: 33631-SUT-ZZ-00-RP-G-7201 Date: June 2024

1ME06-MHA-SA-ZZ-DR-A-01011-S0-P3 Proposed Street Elevations

1ME06-MHA-B1-ZZ-DR-A-03003-S0-P4 Proposed GA Elevations (1of2)

1ME06-MHA-B1-ZZ-DR-A-03004-S0-P4 Proposed GA Elevations (2of2)

1ME06-MHA-B1-02-DR-A-02003-S0-P4 Second Floor Plan

1ME06-MHA-B1-RF-DR-A-02004-S0-P4 Roof Plan

All as received by the City Council as local planning authority on the 2nd August 2024

1ME06-MHA-ZZ-ZZ-DR-A-01003-S0-P10 Proposed Site Plan

84856-CUR-XX-XX-T-TP-00001-P03 Transport Statement prepared by Curtins

Cyclo Bike product sheet

All as received by the City Council as local planning authority on the 27th August 2024

3153-CWC-XX-EX-DR-E-9002 P03 - External Lighting Strategy

3153-CWC-XX-XX-RP-ME-0001 - Environmental Standards Statement P03

3153-CWC-XX-00-SK-M-5710 CWC - Environmental Strategy - Ventilation

All as received by the City Council as local planning authority on the 28th August 2024

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

3) a) Prior to the commencement of the development, details of a Local Labour 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 Labour 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 Labour Proposal
- iii) measures to monitor and review the effectiveness of the Local labour 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).

4) Prior to the commencement of the development hereby approved, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The submitted scheme shall include:

-Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.

- Details of surface water attenuation to 5 l/s.

- A finalised drainage layout showing all components, outfalls, levels and connectivity.

- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

- Hydraulic calculations of the proposed drainage system, including all design parameters.

Calculations must Include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

- A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
- Construction details of flow control and SuDS elements.
- A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).
- Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

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

5) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before 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 Core Strategy.

6) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing 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 in each phase 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 EN18 of the Core Strategy.

7) The development shall be carried out in accordance with the External Materials Statement (EMS) 1ME06.Db.03 - March 2024 as received by the City Council as local planning authority on the 3rd May 2024.

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.

8) Prior to the commencement of above ground works full details shall be submitted to set out that the roof of the building is easily accessible to enable monitoring and action to deter gulls and other species of large bird from nesting or loafing at the site. The development shall be carried out in accordance with the agreed details.

Reason: To ensure flight safety around Manchester Airport and that a gull roost does not become established on the site pursuant to policy DM2 of the Core Strategy.

9) Within three months of the commencement of development a hard and soft landscaping treatment scheme and to include the type, height and position of any boundary treatments to be installed at the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. 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 and results in a biodiversity net gain in accordance with policies SP1, EN9 and DM1 of the Core Strategy, JP- G8 of the Places for Everyone Development Plan Document and schedule 7A of the Town and Country Planning Act 1990 as amended.

10) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme 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. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a 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 policy DM1 of the Core Strategy and saved Unitary Development Plan DC26.

11) Prior to the first occupation of the development hereby approved details of the implementation, maintenance and management of the surface water drainage scheme, as approved by Condition 4, shall be submitted for approval in writing by the City Council, as Local Planning Authority. Those details shall include:

- Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 4.
- Provide As Built construction drawings OR confirm that they align with the original 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.

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to core strategy policies EN8 and EN14.

12) Within 6 months of the commencement of works all highway works required to facilitate the development shall be submitted to and approved in writing by the City Council as local planning authority. The details submitted shall include:

- Details of new, revised or re-designed accesses for both vehicles and pedestrians
- Tactile paving and dropped kerbs
- reinstatement of redundant access points
- appropriate road signage and refreshed TROs
- Timetable for the implementation of the works

The development shall be subsequently carried out in accordance with the agreed details.

13) Prior to the first occupation of the development hereby approved a car parking management plan for the site shall be submitted to and approved in writing by the City Council as local planning authority. The plan shall set out how the on-site car parking is to be managed and allocated to users of the development. The development shall be operated in accordance with the agreed details.

Reason - In order to manage the car parking spaces associated with the development whilst it is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

14) A detailed Travel Plan 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 those attending 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.

15) 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 1ME06-MHA-ZZ-ZZ-DR-A-01003-S0-P10 Proposed Site Plan and Cyclo Bike product sheet received by the City Council as Local Planning Authority on 27th August 2024. 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.

16) The car parking area indicated on drawing numbered 1ME06-MHA-ZZ-ZZ-DR-A-01003-S0-P10 Proposed Site Plan received by the City Council as Local Planning Authority on 27th August 2024 shall be surfaced, demarcated and made available for use prior to the first use of the development hereby approved. The parking areas shall be available for use at all times 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.

17) The submitted waste management strategy shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health pursuant to policy DM1 of the Core Strategy.

Informatives

1) 1) The use of radio frequency (RF) emitting devices in this location has the potential to interfere with Manchester Airport's communication, navigation and surveillance equipment. RF devices are to be approved by Manchester Airport prior to energisation.

2) 2) The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Cranenotification/>

3) 3) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. You must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Your responsibilities and obligations

Cadent may have a Deed of Easement on the pipeline, which provides us with a right of access for a number of functions and prevents change to existing ground levels, storage of materials. It also prevents the erection of permanent/temporary buildings, or structures. If necessary Cadent will take action to legally enforce the terms of the easement.

The informative attached to this decision notice does not constitute any formal agreement or consent for any proposed development work either generally or related to Cadent's easements or other rights, or any planning or building regulations applications.

Cadent Gas Ltd or their agents, servants or contractors advise that they do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.

If you need any further information or have any questions about the outcome, please contact Cadent at plantprotection@cadentgas.com or on 0800 688 588 quoting the reference: 33880228.

4) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk

5) In order to discharge any condition attached to this permission relating to highway works please ensure that prior to submitting to discharge the relevant condition a formal submission for a section 278 agreement has been made to the City Council as local highways authority via the following weblink:

https://www.manchester.gov.uk/directory_record/451887/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

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

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Manchester Airport Safeguarding Officer
Helipad Manager
Greater Manchester Ecology Unit

Wythenshawe Cardiac MRI Centre, Wythenshawe Hospital, Floats Road, Manchester, M23 9WA

Laureate House, Wythenshawe Hospital, Southmoor Road, Manchester, M23 9LT

Unit A2, Banico House, Tilson Road, Manchester, M23 9GF

Unit A1, Banico House, Tilson Road, Manchester, M23 9GF

Unit B To D, Banico House, Tilson Road, Manchester, M23 9GF

North West Lung Centre, Wythenshawe Hospital, Floats Road, Manchester, M23 9WA

Associated Home Fabrics Ltd, Hyline House, Tilson Road, Manchester, M23 9JD

G S G, Tilson Road, Manchester, M23 9GF

Breast Care And Cancer Prevention Centre, Wythenshawe Hospital, Southmoor Road, Manchester, M23 9QZ

Playpen, Southmoor Road, Manchester, M23 9NR

Robson Kay And Co Ltd, Tilson Road, Manchester, M23 9GF

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Article 4 Direction - Wythenshawe PD Restriction - Class B1(c) To C3

Article 4 Direction - Wythenshawe PD Restriction - Class B1(a) To C3

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 45M

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: SOUTH AREA