

17 June 2024

Delivered via Planning Portal

Robert Griffin
PO Box 532
Town Hall
Manchester
M60 2LA

Dear Robert

DISCHARGE OF CONDITIONS 3, 10A AND 13 PURSANT TO PLANNING PERMISSION (REF. 137537/FO/2023): WITHINGTON COMMUNITY HOSPITAL, NELL LANE, MANCHESTER, M20 2LR

On behalf of Manchester University NHS Foundation ('the Applicant'), we are pleased to enclose an application to discharge conditions 3 (Construction Environmental Management Plan ('CEMP')), 10a (Local Benefit Proposal) and 13 (Remediation Strategy) pursuant to planning permission (ref. 137537/FO/2023) at the above site.

The application is submitted via the Planning Portal (ref. PP-13113067) and comprises the covering letter, application forms and electronic copies of the documents listed below:

- For condition 3
 - Construction Environmental Management Plan ('CEMP') (Rev 6), prepared by BAM Construction
- For condition 10a
 - Social Sustainability Plan (V3), prepared by BAM Construction
- For condition 13
 - Remediation Method Statement, prepared by IDOM
 - Supplementary Contaminated Land Assessment, prepared by IDOM
 - Geo-Environmental Appraisal, prepared by Groundtech Consulting

The requisite application fee of £145 has been paid online via the Planning Portal.

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Background

Manchester City Council ('MCC') granted full planning permission 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 Withington Community Hospital on 15th December 2023 (ref. 137537/FO/2023).

This application seeks to discharge conditions 3, 10a and 13 of the aforementioned planning permission. A summary of the submitted information is provided below.

Condition 3 (CEMP)

Condition 3 states:

"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."

The following materials have been submitted to seek to discharge Condition 3:

- Construction Environmental Management Plan ('CEMP'), prepared by BAM Construction;

The enclosed Construction Environmental Management Plan ('CEMP'), prepared by BAM Construction, provides an overview on the following to discharge Condition 3:

- Phasing and quantification / classification of vehicular activity associated with planned construction:

Stage	Vehicular Activity
Site Establishment stage	<p>The main deliveries will be hoarding and cabins on articulated type vehicles.</p> <p>Access will be from Princess Road onto Nell Lane, there should be no issues with accessing site as the entrance from Nell Lane is sufficiently wide enough for articulated vehicles and wagons.</p>
Groundworks and piling mat stage	<p>The majority of the works will involve the reduce level dig and removal of excavated material off site in large 8 wheeler type wagons. Imported material to make up ground levels will be</p>

	transported to site in wagons. It is anticipated an average of 30 wagon movements per day.
Piling and foundations stage	The majority of vehicle movements will be concrete type wagons for the piling works and then the foundations and ground floor slab. It is anticipated 15 vehicle movements average per day.
Superstructure stage	Deliveries will be steelwork which will be transported on flatbed type vehicle. Also concrete deliveries for when the floor slabs will be poured. Anticipated peak would be a maximum per day of 12 vehicle movements.
Envelope, roof and internal works stage	The type of vehicle being both articulated or rigid vehicle. It is anticipated there will be an average of 10 vehicle movements per day.

- 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:
 - Traffic vehicular movements will be from Princess Road and via Nell Lane, this route will then avoid as far as possible the local residential areas. Once entering the hospital site off Nell Lane, site location is straight ahead which simplifies the access/egress for the large construction vehicles.
 - Page 24 of the CEMP includes images showing the access to Withington Community Hospital off Nell Lane. It confirms the proposed access arrangement is currently being used for deliveries to the main hospital and mobile medical units. Hence, it shall be clear that the road width at entry is sufficient to accommodate all the vehicle types, and a swept-path assessment is not necessary in this case.
- Appropriate measures to manage construction works which are likely to take place alongside usual hospital operations:
 - The site will have a solid hoarding to the perimeter providing the necessary security and segregation.
 - The site is also located away from the main hospital. All vehicular movements will be from Nell Lane and will access the site straight ahead. A vehicle banksman will then open the site entrance gates to enter the site and offloading will be within the site. All contractors will be aware of the traffic management arrangements prior to commencing on site.
 - Site deliveries will not take place at peak traffic times between 8.00-9.00am.
- Details of the parking for construction vehicles and associated contractor parking:
 - The construction compound shall incorporate an area for the parking of contractor vehicles sufficient to meet requirements during the majority of the construction period. The majority of contractor parking will be accommodated within the site compound area during the preliminary

months and during the peak months of the project (anticipated to be May to July 2025). MFT and BAM are fully aware of the need to prevent the parking of contractor vehicles in surrounding residential areas and appointed contractors would be provided with relevant guidance and advice including information packs relating to alternative travel options prior their employment on the project being confirmed.

Furthermore, the enclosed CEMP includes measures to protect the ecology on the site which is to retain and protect all mature trees and any identified protected species. To better manage materials and prevent pollution incidents, all hazardous materials will be kept within a locked storage area and access to these materials will be restricted to those who are trained. It is considered that the submitted CEMP is sufficient to discharge Condition 10a, however if further details are requested, a revised CEMP can be re-issued accordingly.

Condition 10a (Local Benefit Proposal)

Condition 10a states:

“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”*

The enclosed Social Sustainability Plan provides the various targets that is required under the MCC Local Labour Construction KPI Proposal, Where proposed targets are below than required, a brief explanation is provided in page 9-11 of the report.

Full details on the mechanisms for the implementation and delivery of the Local Benefit Proposal are provided in page 12-15 of the report. It includes proposed measures to recruit local people (including apprenticeships) which is to engage with the local supply chain where appropriate.

BAM monitors sustainability on every project monthly, recorded and benchmarked against its own Sustainability Index dashboard. During construction, a monthly reporting cycle ensures regular client updates to maintain transparency and accountability throughout the project lifecycle. All recipient groups and individuals will be approached for feedback, where possible, through the voluntary group with whom they are affiliated.

Condition 13 (Remediation Strategy)

Condition 13 states:

“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.”

The enclosed Supplementary Contaminated Land Assessment, prepared by IDOM, includes a supplementary investigation to the enclosed Geo-Environmental Appraisal, prepared by Groundtech Consulting. It aims to provide broader spatial coverage of the site and an expanded soil chemical analysis dataset to inform an updated risk assessment.

The enclosed Remediation Method Statement, prepared by IDOM proposes a number of measures for effective remediation of the site, including watching brief to assist in the identification of unforeseen contamination, placement of a clean cover system in areas of soft landscaping, clean service corridors for water supply pipes, install gas protection in new structures and verification of remediation measures.

Conclusion

I trust that you have the relevant information in order to validate this application and discharge conditions 3 (Construction Environmental Management Plan ('CEMP')), 10a (Local Benefit Proposal) and 13 (Remediation Strategy) pursuant to planning permission (ref. 137537/FO/2023).

However, should you have any queries, please do not hesitate to contact me, or my colleague Olivia Carr (olivia.carr@turley.co.uk) and Mark Worcester (mark.worcester@turley.co.uk).

Yours sincerely



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Assistant Planner

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