

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144426/FO/2025

Date registered valid: 3 November 2025

Proposal: Erection of medical centre (Use Class E (e) with parking (including creation of access and provision of boundary treatment), landscaping and associated works (including plant compound, bin store, cycle store and staff outdoor area).

Address: Land To The North Of Moseley Road, Manchester , M14 6PE

Ward(s): Rusholme Ward

Applicant: Miss Rebecca Marwood NHS Property Services

Agent (if any):

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 02 February 2026

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 11 November 2025

Standard consultations:

Printed: 12 November 2025

Expired: 3 December 2025

Neighbour notifications

Printed: 10 November 2025

Expired: 1 December 2025

Site notice

Posted: 11 November 2025

Expired: 2 December 2025

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site is rectangular and covers an area of 0.27 hectares which currently comprises landscaping (grass and trees) in proximity to existing sports pitches used by the University of Manchester in connection with the Armitage Centre.

Moseley Road to the south of the site has a grassed central reservation, where there are intermittent gaps for u-turning traffic, and an existing bus stop and pedestrian crossing in proximity to the site.

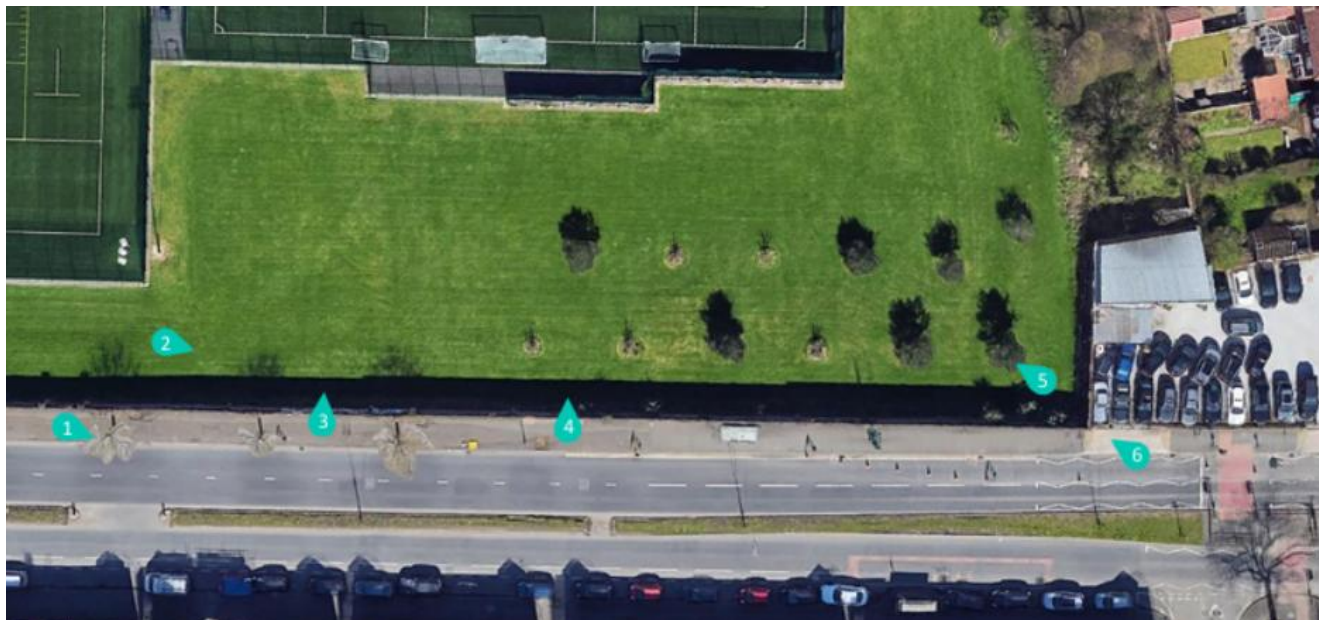


The existing GP surgery (Site B) is located 125 meters east of the proposed site on Birchfield Road.

View of application site on Moseley Road .



Aerial view of the site



Planning History

109519/FO/2015/N2- Installation of external artificial grass sports pitches with associated ball-stop fencing (to a maximum height of 8 metres), perimeter fencing (to a maximum height of 6.5 metres), 15-metre-high floodlights and access paths.

The Armitage Centre, Moseley Road, Levenshulme

Approved subject to conditions 12.11.2025.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The site lies to the west of a car sales business, with terraced housing and commercial premises to the southern and southeastern side of Mosely Road respectively. There are existing sports pitches used by the University of Manchester in connection with the Armitage Centre, and houses to the northeast of the site.

Description of development

Consent is sought for the erection of a single storey medical centre (Class E(e)) with a floor area of 801sq.m and associated car parking (including creation of access and provision of boundary treatment), landscaping and associated works (including plant compound, bin store, cycle store and staff outdoor area).

The layout has been purpose designed for the intended occupier with mind with 11 consulting rooms, 2 treatment rooms, a waiting area, reception, offices, meeting room, staffroom, toilet facilities and plant room.

The proposed development would comprise brickwork elevations with a shallow gradient roof set behind a parapet. PV panels are proposed to the eastern end of the proposed roof area.

The development incorporates car parking, refuse and cycle storage for the medical centre. A total of 36 parking spaces and 22 cycle storage spaces are proposed.

The proposed hours of operation would be Mondays to Sundays 08.00am to 8:00pm

Consultations & Notification Responses

Local residents and local businesses- 1 email has been received from a local business raising concerns in respect of dirt and dust during the construction period adversely impacting on their business, in particular concerns are raised in respect of cement, lime or plaster dust due to it being alkaline in nature.

A follow up email advises that if their comments were to be taken into consideration, they would not need to oppose the proposed development.

A local resident has commented (2 emails) raising the following matters

1) Location of the proposed new medical centre.

There is no mention of my, or other people's objection to the demolition of, and building part of the store on, the current Hawthorn Medical Centre. They believe that the Hawthorne Medical Centre should be retained in its present location and not relocated. If however it is to be relocated they feel a better location would be slightly further down Moseley Rd, on the site of the existing Armitage Centre car park. Unlike the proposed location, this location would not result in the loss of open green space, loss of amenity for residents of Birchfields Rd and Moseley Rd, additional noise, or damage to the habitat of wildlife that live in parts of this proposed development.

2) Loss of amenity.

The proposed site is too near to people's homes and will cause additional noise. Their current view of green sports field would become a car park. There will be additional noise during construction of the new Medical Centre. There is no mention in any of the supporting papers of restriction on the hours building work will take place or how noise will be mitigated.

3) Loss of green space etc.

Policy EN10 of the Manchester Core Strategy relates to the safeguarding of open space, sport and recreation. In the papers supporting this application it is claimed that "the Site makes no meaningful contribution to Manchester's open space network and its redevelopment would not result in the loss of valued open space provision". This is not correct. Before the permanent courts were built on the playing fields the proposed site of the development was used on a regular basis for sporting activity including 5 a side and cricket. More recently it has been used by individual students for training. This land has always been undeveloped open green space and before it was a playing field it was agricultural land.

4) Environmental Factors.

The site is the habitat of several native species of birds including, Ravens, Magpies, Blackbirds and small Song Birds. Foxes, Squirrels and Hedgehogs are also regular visitors to the proposed site. Although it may not be considered significant, the environmental damage will have a negative impact on biodiversity.

5) Community Concerns. The views of local residents have not been properly taken into consideration. They are not aware of any of the residents on Birchfields Rd, being sent consultation letters. The only notice they are aware of is one posted at the Bus Stop on Moseley Rd.

They also concerned that the Medical Centre will provide access to the playing field and the back of peoples houses on Birchfields Rd. This is currently a private field with no public access.

Ward Councillor for Fallowfield- wishes to express support for this development and highlight the significant benefits it will bring to the city, the local community, and residents of Fallowfield and neighbouring wards.

The new medical centre will help to maintain and strengthen Manchester's healthcare infrastructure, ensuring timely access to essential services and reducing pressure on existing facilities. It also aligns with Manchester's growth and development objectives by improving public health outcomes and supporting sustainable urban planning.

The centre will provide convenient healthcare access for residents, reducing travel times and improving patient experience, and the inclusion of cycle storage helps to promote active travel and environmental sustainability.

Fallowfield has a diverse population with varying healthcare needs; this facility will help meet those needs locally, as well as promote opportunities for local healthcare professionals and support staff.

Furthermore, residents in adjacent areas will also benefit from reduced waiting times and improved accessibility to medical services.

Overall, this proposal represents a positive step toward maintaining and improving health provision and community wellbeing.

Environmental Health – recommend any approval has conditions attached related to the submission of a construction management plan (including construction hours), servicing hours, implementation of the submitted lighting scheme and waste management arrangements, and measures in the Ion Acoustics report reference A2304 R01 Rev. A Dated 02/10/2025.

A condition is request in relation to a scheme for electric vehicle charging. They note that the applicant has proposed 3 EV charger but the developer should refer to MCC's AQ Guidance Note for EV charge point recommendations to ensure it complies with the recommendations. When known, details of the charging appliances should be submitted for approval.

A further condition is also recommended in respect of contaminated land. They have reviewed the Curtins Phase 1 assessment Ref: 087546-CUR-XX-XX-T-GE-00002 Revision: P01 Issue Date: 16 June 2025. This states in the conceptual site model that gas monitoring is "Recommended as part of a ground investigation to confirm or otherwise" but this is not specified in the conclusions / recommendations. They question whether the gas monitoring be done.

Further comments 06.01.2026

The phase 1 and 2 are satisfactory and they await a watching brief.

Highway Services- Have noted the contents of the SCP survey, and anticipated vehicle trips. Given that the existing and proposed trips are similar and the site is relocating within close proximity Highways are satisfied that no further assessment is required.

In respect of the accident data and assessment of the scheme Highways advise that they have no concerns about highway safety issues within the vicinity of the site.

The site is well accessed by sustainable modes

In regard to parking the existing arrangement which is shared with other users is noted and the content of the Curtins Parking Beat Survey has been reviewed. Whilst the level of parking

proposed is acceptable in principle, they recommend that car parking is monitored and if necessary managed via the Travel Plan. An ambulance / loading bay will also be provided near the entrance of the building. This is acceptable to Highways.
The level of cycle parking is acceptable in principle

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.

In relation to off site highway works submitted Plans note the potential for closing a section of central reserve within close proximity of the site. As per Highways pre-application discussions it is requested that information is provided on how well used this central reserve is used, how it is used and who uses it.

The above will provide an understanding on how to safely approach the potential closure / relocation of the central reserve.

Other Highways Works- It is requested that TROs are installed across the access and the radii to ensure that visibility splays are kept clear. It is also requested that the restrictions are extended along Moseley Road to cover from the new access to the existing lines.
This will ensure no potential off-set parking takes place along Moseley Road. This should form part of the S278 agreement.

Stage 1 Road Safety Audit: - As per Highways pre-application request a Stage 1 Road Safety Audit should be undertaken of the proposed development, off-site highways works and refuse arrangements.

The arrangements for refuse and servicing are acceptable in principle. It is recommended that the Service Management Plan is conditioned and attached to any planning permission that may be granted.

An Interim Travel Plan has been submitted as part of the application. Highways request that the development, submission, implementation and monitoring of a Full Travel Plan is conditioned with any approval.

A Construction Waste Management Plan (CWMP) has been submitted. It is requested that a full Construction Management Plan should be conditioned.

To conclude conditions related to Off-Site Highways Works; EVC's; Cycle Parking, Waste Management Plan; Service Management Plan; Travel Plan; and a Construction Management Plan are recommended.

Further comments 06.01.2026

Plan HMCNMC-GDA-V1-S1-DR-A-9902 Rev P03 outlines the updated boundary treatments, which are considered acceptable in principle.

A Highways Post-Application Response (reference 087546-CUR-XX-XX-T-TP-00005-P01, dated 19 December 2025) has been submitted. Highways request the Stage 1 Road Safety Audit prior to providing a response to the Technical Note.

Further comments 03.02.2026

In response to MCC Highways request, a Technical Note has been prepared outlining the current use of the central reserve, to inform how best to safely manage its potential closure or relocation.

This confirm that the existing central reserve gap is approximately 8.5 m in length and forms part of a series of gaps within the central reserve that provide opportunities for U-turn movements from both directions. The author of the report undertook a site visit between 07:15 and 09:15, and recorded a maximum of six vehicles per hour using the existing central reserve gap to perform a U-turn.

A Stage 1 RSA has also been undertaken and confirms that the team have reviewed the proposed plan, swept path analysis and TS.

A further visit to the site on 16th November 2025 between 15:00 and 15:30 showed traffic movements to be free flowing, few pedestrians and no cyclist or motorcyclist. The team also noted significant parking along the frontages of the housing opposite the development site.

The Stage 1 RSA noted one concern related to the proposals, which was the existing central reserve gap located in close proximity to the proposed access. The Stage 1 RSA noted potential conflicts arising from vehicles turning right through the existing gap to enter the medical centre, as well as the reverse manoeuvre when exiting, and recommended the closure of the gap in the central reserve, which aligns with MCC's recommendation. The Technical Note also identifies that, should the existing gap be closed, alternative opportunities for U-turn movements would remain available at other central reserve gaps and at the roundabout located within 100 m of the existing opening.

This arrangement is acceptable in principle, subject to detailed design. The proposals will form part of the S278 works and be paid for by the applicant.

The S1 RSA also noted issues outside the scope of the RSA. This related to the standard 'Give Way' carriageway marking triangle at the proposed access, which may imply that vehicles are permitted to turn right from the access. Highways agree that this issue should be addressed as part of the detailed design. The necessary amendments should be incorporated into the Section 278 works and undertaken at the applicant's cost.

Sport England – Advise they have no objection to this application as nit is considered to meet Exception 3 of their Playing Fields Policy and to accord with Paragraph 104.

MCR Active- Advice that they are supportive of the proposal for a new medical centre subject to a ballstrike risk assessment and associated mitigation being submitted prior to determination of the application.

General Comments

Playing Field

Manchester Active make no comment as to the need for the medical centre or compliance with planning policy. Comments are made in relation to deficiencies/spare capacity of outdoor sport provision across all pitch/court types and sizes within the locality as informed by the Playing Pitch and Outdoor Sport Strategy (2022 updated 2024).

The land on which the proposed medical centre is to be located is part of the wider University playing fields. Although not actively used for sport it does form part of the '*whole of a site which encompasses at least one playing pitch*' definition in the 2015 'Town and Country Planning (Development Management Procedure) (England) Order. Prior to construction of the Artificial Grass Pitches aerial imagery clearly show the site forms part of the wider playing field:



Manchester Active has due regard to Sport England's Playing Fields Policy and its Exceptions when preparing Sports Needs Assessments and when providing comments on planning applications that may affect sports facilities.

When assessing the location and function of the land it is considered to comply with Sport England Playing Fields Policy Exception E3. The land is a corner of the playing field that accommodates trees and although technically could accommodate a small sided pitch, it wouldn't be practical or sustainable in that location.

Open Space Assessment

It is noted the Open Space Assessment submitted with the application is informed by the 2009 Open Space Study. This is not the most up to date study and the applicant is advised to review the Open Space Assessment in the context of Manchester's Open Space Assessment May 2025. However, the Armitage Sports Ground is not identified in Manchester's open space assessment because that study does not include playing fields. All playing fields are identified in the Playing Pitch and Open Space Strategy.

Ballstrike Risk Assessment

The proposed medical centre will be in close proximity to the existing Artificial Grass Pitches (AGP). There is the risk of ballstrike from the AGPs onto the car park, pedestrians and medical centre. For that reason a ballstrike risk assessment is required to identify the risk and identify a mitigation strategy. If the mitigation requires a physical structure to be constructed, for example netting, that will need to be included in this application.

The contractor will also need to be mindful of ballstrike during the construction period and plan to mitigate through the construction management plan.

Further comments 02.12.2026

They understand that it has been advised that the artificial pitches installed have associated ball-stop fencing of 6.5m high for the pitches closest to the proposed health centre.

While this fencing height is adequate for pitches not immediately adjacent to footpaths, roads, car parks, and buildings where there is no risk of ballstrike from stray shots, it is a different case for areas where pedestrians and vehicles are present. Unfortunately, there have been instances where legal action has been taken by users of new facilities adjacent to pitches due to pedestrians and cars being hit and damaged by stray balls. For this reason, ballstrike risk assessments are crucial to identify and evaluate the potential for balls to leave the playing area and cause damage or injury to people or property nearby.

Additionally, it is important to consider Paragraph 200 of the National Planning Policy Framework (NPPF). This paragraph highlights that planning policies and decisions should ensure new development can integrate effectively with existing businesses and community

facilities. Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development, the applicant (or "agent of change") should be required to provide suitable mitigation before the development is completed.

Given these considerations, they believe the ballstrike risk assessment remains necessary. This assessment will help to ensure the safety and protection of both the proposed health centre and the surrounding community.

High Speed Two (HS2) Limited - HS2 Safeguarding

Firstly, from comparison of the attached application red line boundary plan with limits of land subject to formal Safeguarding Directions for Phase 2b of HS2, it is evident that the site is located partially within HS2 safeguarded land (with surface limits shown grey and sub-surface limits shown blue), on the attached GIS map extract.

Secondly, safeguarding is an established part of the planning process, designed to ensure that land which has been identified for major infrastructure projects is protected from conflicting developments.

HS2 typically has a 'sub-surface' safeguarding interest in areas where the high-speed railway is proposed to be constructed below ground in bored tunnel, which also identifies the land over which subsoil rights have been acquired for purposes of constructing the HS2 project. Applications for planning permission are exempt from the requirement to consult HS2 Ltd prior to final determination, unless the proposed development would extend below ground level.

However, as you are aware on 4 October 2023 the then Prime Minister announced the cancellation of this section of high-speed rail between Crewe to Manchester and the accompanying Network North: Transforming British Transport Command Paper stated that safeguarding throughout Phase 2b was to be amended by summer 2024 to allow for safeguarding needed for Northern Powerhouse Rail (NPR) schemes. Whilst there was a commitment in Network North that safeguarding would be amended by the summer of 2024, safeguarding directions are still in place and future changes are a decision for the Government.

As you are also aware there have recently been some significant changes relating to HS2 safeguarding. On 17 July 2025, the Secretary of State for Transport Heidi Alexander made a statement in Parliament lifting Safeguarding Directions and Discretionary Property Schemes between the West Midlands and Leeds to remove the uncertainty that has affected many people along the former HS2 Phase 2b Eastern Leg.

The Secretary of State also said in the statement that: "Safeguarding along the former Phase 2b Western Leg (between Crewe and Manchester) is not being changed as part of this, and an update on future plans for safeguarding on this section will be provided in due course alongside broader plans for Northern Powerhouse Rail".

At time of writing, they have no indication of when further clarifications will be provided of safeguarding directions on the HS2 route, or broader plans for NPR and at this time it is not fully understood what land will remain in safeguarding.

Technical assessment:

Whilst there are no objections in principle to the application, the presence of HS2 tunnel interests relative to the proposal has not been acknowledged in the applicant's submission or supporting planning statement and accordingly engagement will be required between the

developer and representatives of HS2 Ltd acting as agent for the DfT. The developer will also need to demonstrate their proposed works remain outside of the HS2 protection zone. Once the proposed foundations detailed design has been completed HS2 will have an opportunity to review and clearly it would be a simple process to assure those details, if indeed the developer does demonstrate their works are outside of the HS2 protection zone.

To facilitate that technical dialogue and ensure the developer has accounted for the presence of the HS2 tunnels in their structural engineering strategy, in the event the local planning authority are ultimately minded to grant consent, HS2 Ltd raises no objections to the application in planning terms subject to attachment of the following standard compliance style planning conditions (or similarly worded alternatives to achieve same objectives) as taken from chapter 8 of the attached technical guidance for protecting sub-surface safeguarding interests:

“Condition:

None of the development hereby permitted shall be commenced until detailed design and method statements for all of the relevant structures, foundations and basements and for any structures below ground level, including piling (temporary and permanent) have been submitted to, and approved in writing by, the local planning authority which:

- o accommodate the proposed location of the HS2 works (underground and other structures), including any temporary works;
- o accommodate ground movements arising from the construction thereof;
- o mitigate the effects of sound and vibration arising from the operation of the HS2 railway within the HS2 works (underground and other structures);
- o mitigate the effects on HS2 infrastructure of ground movements arising from the proposed development; and
- o mitigate the impacts of electromagnetic transmissions arising during operation of the HS2 railway.

The method statements to be submitted shall include arrangements to secure that, during any period when concurrent construction is taking place of both the development hereby permitted and of the proposed HS2 infrastructure in or adjacent to the site of that development, the construction of the HS2 infrastructure is not impeded. The development shall be carried out in all respects in accordance with the approved designs and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned above of this condition shall be completed, in their entirety, before any part of the proposed development building(s) hereby permitted is/are occupied.

No works below ground level comprised within the proposed development hereby permitted shall be carried out at any time when the HS2 underground construction is in progress within 100 metres of the land on which the development hereby permitted is situated.

Reason: To ensure the proposed development does not impede the delivery of High Speed 2, an infrastructure project of national importance.”

Lastly, the developer is advised to monitor future announcements of the subject of HS2 safeguarding and to actively engage with HS2 Ltd representatives at the relevant time. As a means to that end, the following standard informative is also requested to be included on the decision notice:

"Informative:

The applicant is advised that the application site is located partially within land that is covered by HS2 Safeguarding Directions, which remain in place on the former Phase 2b Western Leg

route (between Crewe and Manchester). We expect to know more in due course and the applicant is advised to monitor future Government announcements on this subject.”

Please note that in the event the local planning authority is minded to approve the application without the above conditions, against the advice of HS2 Ltd, then the application should, in accordance with paragraph 6 of the Safeguarding Directions issued for development affecting the route and associated works for the High Speed Rail (Crewe – Manchester) Bill dated 17 July 2025, be sent together with the material specified in paragraph 7 of the Safeguarding Directions, by first class post to:

Further comments 07.01.2026

The information provided by the applicant’s agent was passed to colleagues in the HS2 Tunnels Team who have reviewed and advised that since the proposed bored tunnels are located about 30m below ground level at this location, and the proposed structure is on simple pad/strip foundations <1m deep, there will be very little impact anticipated.

As you have also pointed out it is highly unlikely that any concurrent construction will take place and therefore it will not be necessary for a method statement to be submitted for HS2’s approval in this case.

In conclusion the only request from HS2 that remains following receipt of this information is for a standard informative to be included on the decision notice as follows:

"Informative:

The applicant is advised that the application site is located partially within land that is covered by HS2 Safeguarding Directions, which remain in place on the former Phase 2b Western Leg route (between Crewe and Manchester). We expect to know more in due course and the applicant is advised to monitor future Government announcements on this subject.”

GMEU - The Preliminary Ecological Appraisal (Arb Tech, 2025) found the site to have some potential for protected species. No further surveys were deemed necessary, though precautionary working methods for common amphibians, badger, hedgehogs, and nesting birds were recommended. GMEU have no reason to disagree with this assessment, and the PWMs should be secured via condition.

Additionally, planning policy encourages enhancements and net gains for biodiversity to be delivered through the planning system. Wherever possible measures to enhance the site for biodiversity should be secured as part of this planning application; these could include integration of bat or bird boxes onto the site as per the PEA. Protected species can also turn up in unexpected places, and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. An informative should be used so that the applicant is aware that they must seek ecological advice should they find or suspect that the proposal will impact on protected species.

With regard to the BNG assessment (Arb Tech, 2025), this found that a loss of 0.95 habitat units will be incurred on site, requiring at least 1.08 units to be purchased off-site. Their only concern with this assessment relates to the identification of trees as having medium strategic significance; the LNRS has been published and therefore medium strategic significance no longer applies. This site is not located within the LNRS and therefore both baseline and post-development strategic significance should be identified as low. However, this amendment makes very minimal difference to the results of the metric, and they would have no objection to this matter being resolved at condition stage.

The Biodiversity Gain Plan condition will apply should this planning application receive permission. At condition stage sufficient information will be required to demonstrate how a 10% net gain will be provided, including a Biodiversity Gain Plan, final version of the BNG metric showing a 10% gain, and evidence that the correct number and type of units have been purchased and allocated to the site. GMEU would expect units to be purchased from a habitat bank within close proximity to the site as a priority. Additionally, the proposed enhancements on site are considered significant and therefore a Habitat Monitoring and Management Plan (HMMP) detailing management prescriptions for a 30-year period needs to be secured as part of the planning process. Based on the small scale of enhancements, GMEU is satisfied that this could be secured via condition.

United Utilities – 23.12.2025

Have confirmed that whilst the strategy for the disposal of foul and surface water is acceptable in principle, there are elements of the detailed drainage design that might not be acceptable to United Utilities and will require resolution by the applicant. They request that the proposed drainage strategy is not approved until such time as all concerns are resolved.

The issue to consider is that the foul system connects into a combined system which is designed to surcharge. They note that then cover level of the upstream manhole is lower than that of the receiving sewer. This will create a low spot with potential for flooding.

Should planning permission be granted without resolution of all drainage concerns, they request the following condition is attached to any subsequent Decision Notice:

Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:

- (i) An investigation of the hierarchy of drainage options in the National Standards for Sustainable Drainage Systems (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;*
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);*
- (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;*
- (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and*
- (v) Foul and surface water shall drain on separate systems.*

The approved schemes shall be in accordance with the National Standards for Sustainable Drainage Systems (2025) or any subsequent replacement national standards.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

Detailed advice has also been provided in relation to Management and maintenance of Sustainable Drainage Systems (SuDS); United Utilities Property, Assets and Infrastructure, Water Efficiency in new development.

Arboriculturalist- Subject to the Arboricultural recommendations being strictly adhered to, and the tree protection measure being put in place, they would have no objection from an

arboricultural perspective. They also confirm they are happy with the landscaping proposal for the site.

Policy Context

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on 21st March 2024.

Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

Paragraph 1.43 states that the plan has adopted a 'brownfield preference' through its policies. Policy JP-S1 relating to sustainable development reflects this, stating that 'preference will be given to using previously developed land and vacant buildings to meet development needs'.

Paragraph 1.52 highlight's that the Places for Everyone plan supports Greater Manchester's drive to be carbon neutral by 2038. To meet this carbon commitment, Policy JP-S2 encourages the delivery of nature-based solutions and biodiversity net gain.

Policy JP-S4: Flood Risk and the Water Environment supports an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, by (amongst others) expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible and designing suitable sustainable drainage systems.

Policy JP-S6: Resource Efficiency supports measures to achieve promotion of overall reduction in level of waste produced include, using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

Policy JP -C1 seeks to delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure.

Policy JP-G7: Trees and Woodland; states at criterion 12 that where development would result in the loss of existing trees, there will be requirement for replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity; outlines how a net enhancement of biodiversity resources will be sought, achieved by a series of measures. This includes how development will be expected to achieve a measurable net gain in biodiversity of no less than 10%.

Policy JP-P1: Sustainable Places; sets out a series of design criteria, including the need to design out crime and incorporate inclusive design.

Policy JP-C2: Digital Connectivity; states that all new development will be required to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple-ducting, compliant with telecoms standards.

Policy JP-C5: Streets for All; outlines how streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.

Policy JP-C8: Transport Requirements of New Development; notes how planning applications will be accompanied by a Transport Assessment/Transport Statement and Travel Plans, where appropriate.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role. The Framework underlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Draft National Planning Policy Framework - 16th December 2025

The Government has published a consultation National Planning Policy Framework. Of relevance to the application proposal, the draft NPPF makes it clear that Local Planning Authorities should amongst other things:

- Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision.
- Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals.
- Decisions on development proposals should apply a presumption in favour of sustainable development and this means that for development within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.
- In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal: Be located where a genuine choice of sustainable transport modes exists, and improve opportunities for walking, wheeling, cycling and public transport; support good access to facilities to limit the need to travel, whether through the development's location, through development densities which improve catchment populations for local services, or by incorporating community facilities and premises to support local employment opportunities; Use design approaches which conserve energy and other resources; Take advantage of opportunities to re-use existing structures and materials, including by re-using non-contaminated excavated soil and hardcore within the site.
- Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are, or can be made sustainable, by limiting the need to travel and offering a genuine choice of transport modes for residents and users.
- Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use.
- To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as

possible/ to facilitate easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services.

-Substantial weight should be given to the benefits of providing new or improved public service infrastructure or community facilities.

-Liveability: support healthy, mixed, vibrant and integrated communities, which will function well over the lifetime of the development, by incorporating a range of uses and tenures, employing features which promote social interaction, and which are robust, durable and easy to look after.

Planning Practice Guidance

Along with the NPPF (National Planning Policy Framework), PPG sets out how the government envisages the day to day working of the planning system in England to operate.

Relevant Local Policies

The Development Plan consists of: - The Manchester Core Strategy (2012); and - Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved and 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 as directed by the National Planning Policy Framework (NPPF). Section 38(6) of the 2004 Act requires planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF also refers to this requirement.

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' - one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport. (The element of this policy related to use of natural resources and reuse of previously development land is superseded by Places for Everyone policy JP-S1).

Policy T1 'Sustainable Transport' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. (The element of this policy related to use the broad hierarchy of road uses is superseded by Places for Everyone policy JP-C1). The proposal is located in an area where there is access to public transport modes, including regular bus services. The scheme includes the provision of cycle storage and electric charging points. These aspects of the scheme would be conditioned. It is considered that the scheme would accord with the broadly aspirations set out in policy T1.

Policy T2 (Accessible Areas of Opportunity and Need) states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

Policy EC1 (Employment and Economic Growth in Manchester)- looks to ensure priorities for economic growth, the Council will support significant contributors to economic growth and

productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

Policy EN1 (Design principles and strategic character areas) All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO2 emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought. (Elements within policy EN4 have been superseded by Places for Everyone policy JP-S2).

Policy EN6 'Target framework for CO2 reductions from low or zero carbon energy supplies' states that any energy statement will be required to be submitted at the outset of any proposed development, and developers will be permitted to use green infrastructure elements to contribute to compliance with CO2 mitigation, subject to the energy statement incorporating evidence to demonstrate compliance. (Elements within policy EN6 have been superseded by Places for Everyone policy JP-S2).

Policy EN 8 'Adaptation to Climate Change' states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. (Specific elements relating to flood risk and linked diverse green spaces within policy EN8 have been superseded by Places for Everyone policies JP-S2, JP-S4 and JP-G8).

Policy EN9 'Green Infrastructure' states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. This is a treed and grassed site adjacent to sports pitches used by the University of Manchester and which form part of the Armitage Centre. There are limited opportunities to create areas of green infrastructure as part of the development proposals..

Policy EN10 'Safeguarding Open Space, Sport and Recreation Facilities' outlines that the Council will seek to retain and improve existing open spaces, sport and recreation facilities. Proposals on existing open spaces and sport and recreation facilities will only be permitted where equivalent or better replacement open space, sport or recreation facilities will be provided in the local area; or the site has been demonstrated to be surplus for its current open space, sport or recreation function or the development will be ancillary to the open space, sport or recreation facility and complement the use or character. The proposed development would only involve the loss of 0.27ha of landscaping within a privately owned facility and would not involve the loss of sports/recreational facilities.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure. (The element of the policy relating to new development minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) has been superseded by Places for Everyone

policy JP-S4). This site is in Flood Zone 1, and the issue is dealt with in greater detail elsewhere in this report.

Policy EN15 'Biodiversity and Geological Conservation' states the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City, with particular consideration to sites of biodiversity value including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs). Policy EN15 requires developers to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate. Measures to respond to ecological enhancement and biodiversity are considered in detail elsewhere in this report.

Policy EN16 'Air Quality' states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. (The element of the policy relating to traffic routes has been superseded by Places for Everyone policy JP-S5).

The proposed works have the potential to lead to temporary impacts to air quality due to dust creation as part of the construction processes to be undertaken. The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases in the form of Electric Vehicle Charging points. Measures to manage air quality impacts during construction process would be fully addressed as part of the construction management plan for the site.

Policy EN17 'Water Quality' outlines how development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality.

Policy EN18 'Contaminated Land' states that the Council will prioritise remediation of contaminated land. The applicant has provided details relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine the levels of mitigation required. This matter is considered in detail elsewhere in this report.

Policy EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has a waste management strategy for the site which will ensure that residents adhered to recycling principles. Compliance with this strategy will form part of the conditions of the planning approval.

Policy DM1 'Development Management' all development should have regard the following specific issues:

- 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;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;

- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

These matters have all been considered and assessed as part of the detailed analysis of the application. In addition to the proposal has been assessed against the Council's space standards. As set out within the issues section of this report below, the application is considered to accord with these policies.

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Policy E3.3 (Environmental Improvement and Protection) refers to the Council looking to upgrade the appearance of the city's major radial routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

The Guide to Development in Manchester (SPD)

This document contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Manchester Climate Change Framework (2020 – 2025)

This document was published in February 2020 and sets out the Council high level strategy for Manchester to be a thriving, zero carbon, climate resilient city.

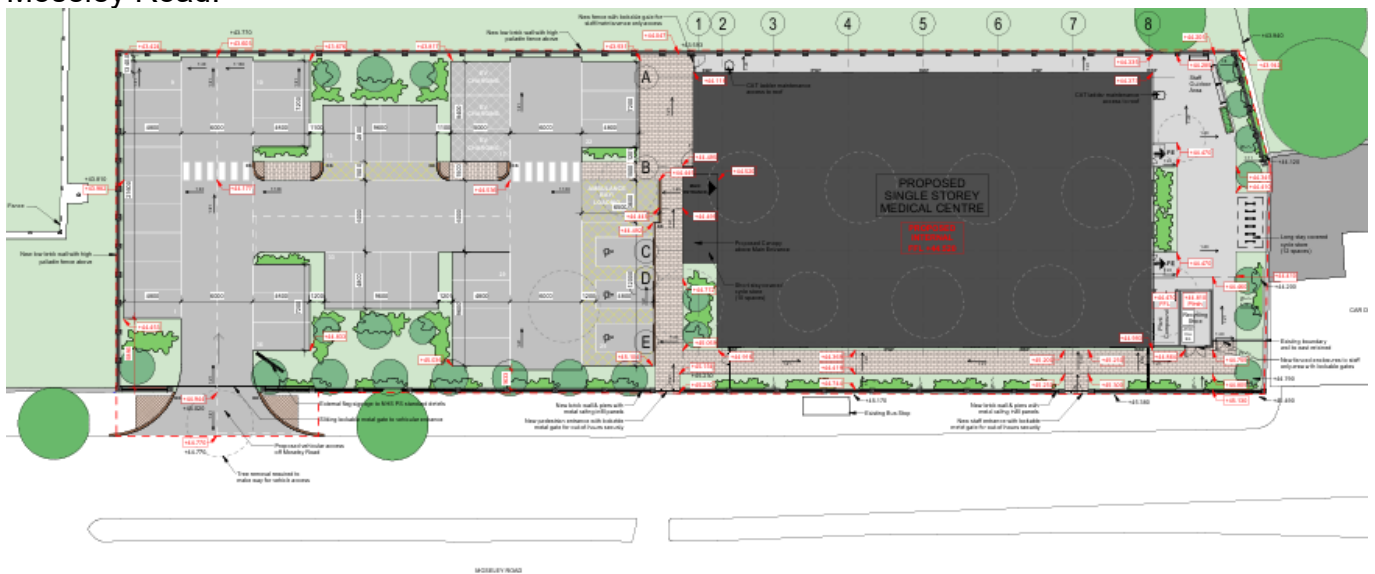
Issues

Principle

It is considered that the redevelopment of this site for a medical centre use is acceptable in principle and in keeping with the surrounding uses and the regeneration strategy objectives for this area. The loss of the area of landscaping to enable the relocation of a Medical centre which serves the local community from the retail park on Birchfields Road, is on balance considered to be acceptable . The site of the existing Medical Centre is due to be developed as part of a wider site within the retail park. The proposed building will create active use within the street scene and contribute to the overall quality of this main arterial route, pursuant to Core Strategy Policy SP1 and saved Policy E3.3 from the Unitary Development Plan.

Site Layout

The proposed development comprises a single storey, detached block presenting its principal frontage to Moseley Road. To the west of the site comprises car parking (including an ambulance bay) and a partly landscaped perimeter. Vehicular access is proposed from Moseley Road.

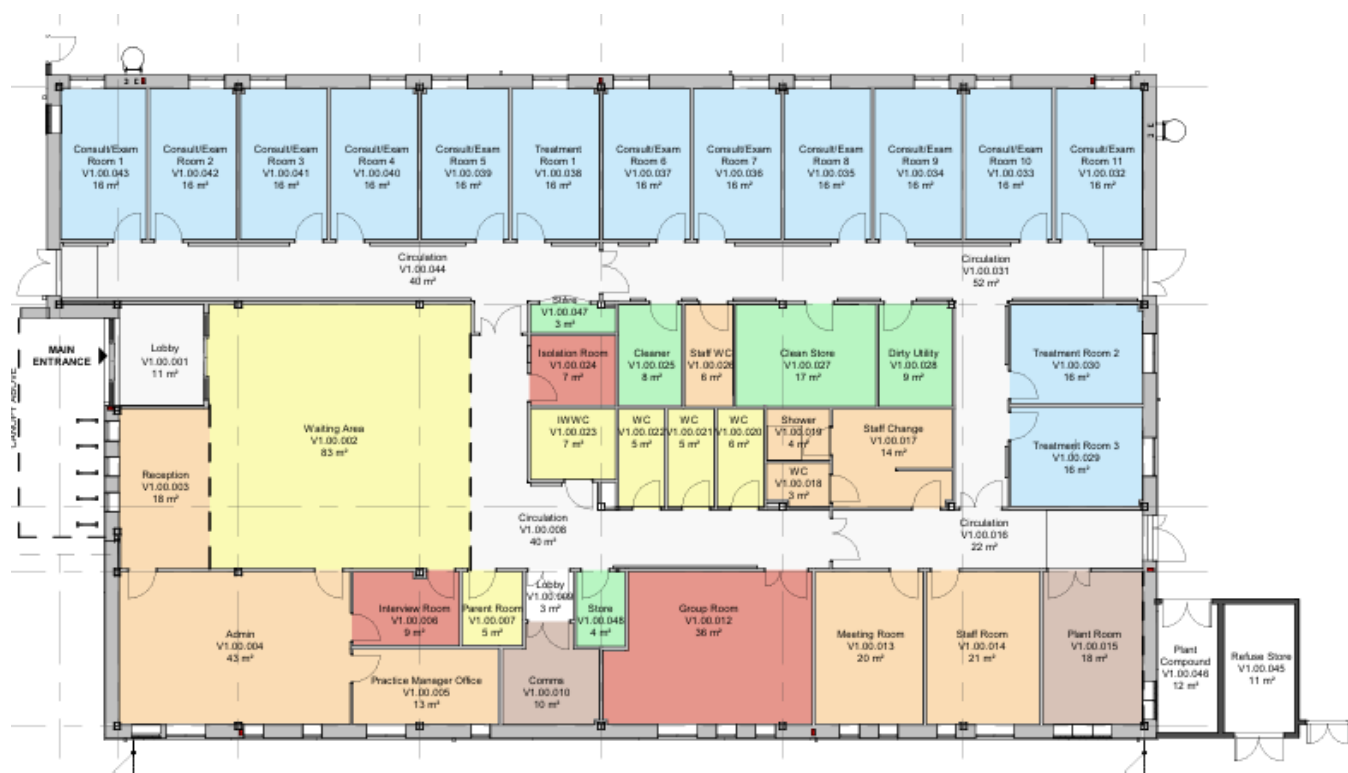


Cycle storage and waste storage would be located to the east of the proposed building.

The layout of the proposed development has been designed to make best use of the size and orientation of the application site, taking into account accessibility, safety, visual amenity, and proximity to existing adjacent properties.



The ground floor layout and position of the entrances ensure that active uses front pedestrian routes, and that consulting tooms are positioned for the most part away from Moseley Road. The proposed medical centre has a main entrance and an additional access for staff on the western elevation and two access/egress points on the eastern elevation.



Use

The proposal comprises a purpose-built single storey development medical centre. The proposed medical centre would provide 801sq.m of gross internal floor space. The layout of the medical centre has been specifically designed for the end user.

Given the surrounding mixed-use context, which also includes the existing medical centre (which is proposed to be relocated to this site), other commercial uses and residential dwellinghouses, the proposed use is considered entirely compatible in this area

The existing Medical Centre within Fallowfield Retail Park is scheduled for demolition (planning reference: 138593/DEM/2023) to enable the redevelopment of the southern section of the Retail Park. This redevelopment would deliver a new Lidl supermarket (planning reference: 139751/FO/2024). The proposed medical centre would replace the existing practice at Fallowfield Retail Park with all services transferring to the new facility upon completion. The proposed facility has been designed to meet current health and technical standards and would provide facilities that are flexible to the changing workforce and clinical care requirements for the delivery of services in primary and community care.

Design, Scale and Appearance

The proposed development comprises a single storey building to respect the established character of Moseley Road and to minimise visual impact on the surrounding residential area. This low-rise form delivers a modern, efficient healthcare environment while complementing the established character of Moseley Road.



Western elevation and southern elevation facing Moseley Road



Western elevation

Given the established character of the area, it is considered that the proposed height and overall scale can be comfortably accommodated without appearing dominant or incongruous within the street scene. The building responds positively to its context and maintains an appropriate urban form for this prominent location. In terms of appearance, the scheme adopts a contemporary interpretation of traditional design principles. High-quality materials have been chosen to deliver a modern aesthetic that remains sympathetic to its surroundings, most notably through the use of brickwork.

The proposed single storey building would be comprised of Red Facing Brick (Michelmersham Clayburn) with a reversed feature Brick Panel(- Weinerberger Glazed Bricks Amsterdam Green, Tahiti Green & Malaysia Green) with a PPC Aluminium Feature Cladding to Canopy in a RAL colouration to match green bricks. Doors and windows would be RAL 7005 (mid grey) and the PPC Aluminium Louvre (size to MEP design) would be coloured to match the red facing brick.

Overall, the development is expected to deliver a well-considered, high-quality design that will significantly enhance the visual character of the site and the wider street scene. The proposal achieves a balanced architectural presence without appearing overly dominant or out of keeping with its surroundings.

Residential Amenity

The proposed medical centre building would maintain suitable separation distances from the closest properties on Moseley Road and Birchfields Road. Taking into account these distances, the low-rise nature of the single-storey building, and the noise mitigation measures outlined in this report, the proposal is not expected to give rise to any adverse amenity impacts on neighbouring occupiers.

The site adjoins a busy highway, and the proposed medical facility would be located at the front of the plot, in proximity to Moseley Road operating only during daytime hours. As such, it is

considered unlikely that the development would give rise to any substantial or unreasonable noise or disturbance.

Conditions have been recommended to ensure appropriate acoustic insulation and to control the operational and servicing hours of the medical facility. These measures are intended to safeguard existing and future occupiers, by limiting noise breakout and reducing the influence of the surrounding environment on residential amenity.

With regard to overlooking, over-dominance, or loss of privacy, the arrangement of windows is such that no harmful impacts are expected. The boundary treatment to the northern and eastern boundary would be a new 2.4m wall or the region of the existing high brick wall. On this basis, significant or direct overlooking is not anticipated.

Given the building's siting, the separation distances involved, and the orientation of surrounding properties, it is not considered that the proposal would result in any significant or harmful impact on neighbouring residential amenity as a result of its use, scale or design.

Highway Related Matters and Car Parking

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments. The Site is in an accessible location, within close proximity to several modes of sustainable transport with bus stops located within the immediate vicinity of the site on Moseley Road, and on Birchfields Road. The closest rail station is Levenshulme Station which is 0.7 miles the east of the site, and Mauldeth Road Station is 0.9 miles south of the site

Three proposed access points will be formed within the new boundary wall along the southern boundary with Moseley Road. One opening would enable vehicles to access the proposed carpark, the second opening allowing pedestrian access for staff and patients at the front of the building directed through to the main entrance, and the third opening allowing staff and services (refuse) access to the rear of the building where the dedicated staff entrance and refuse hold is located.

A Transport Statement accompanies the application. An assessment been undertaken to examine the existing local highway network, accessibility for sustainable transport modes and potential traffic impact created by the development of the site. The report confirms that the site is accessible by public transport; safe and suitable access can be achieved along Moseley Road; and that the proposals would not have a material impact on the local highway network or give rise to any highways related issues.

The proposed medical centre is forecast to generate a total of approximately 27 two-way trips in the Network AM peak, with 43 two-way trips in the actual peak between 11:00 and 12 noon. In the Network PM peak, 24 two way trips are forecast with the actual peak between 14:00 and 15:00 being 40 two way trips. Given that the existing and proposed trips are similar and the site is relocating within close proximity Highways are satisfied that no further assessment is required.

The accident records in proximity to the site have been revised and based on this assessment Highways Services have raised no concerns about highway safety issues within the vicinity of the site.

There are currently 32 employees, including seven GPs at the practice with 21 driving to work (2 of which car share), with the remainder traveling by bus or cycle.

The proposed site would provide 33 parking spaces (including 3 spaces for EV charging), and 3 spaces for disabled users and space for 1 ambulance/loading. Standard spaces are sized in accordance with local authority guidance at 2.4mx4.8m, EV charging spaces are 2.8mx5.0m.

Parking Beat Survey was undertaken between 15:30 - 18:30 on a weekday and 11:00 - 14:00 on a weekend which found there was a peak accumulation of 38 parked vehicles. An updated infill survey was also undertaken on 07:30 - 15:00 on Thursday 3rd July 2025 which found a maximum accumulation of 29 vehicles. Highway Services are of the view that the level of parking is acceptable in principle, but recommend that car parking is monitored and if necessary managed via the Travel Plan.

In regard to cycle storage arrangements, 10 short-stay covered cycle stands are proposed at the main entrance (in the form of Sheffield stands under the entrance canopy) with 12 longer-stay secure cycle stands provided near the staff entrance. The site lies in close proximity (500m north) of the Fallowfield Loop cycle route (National Cycle Network Route 6) , which would facilitate a potentially traffic free route to the proposed medical centre and encourage users to travel by cycle.

This is considered to be an acceptable approach.

There is a bus stop in front of the site on Moseley Road and other stops close by on Birchfield Road , and there are two railway stations located near the site: Levenshulme station is a c. 1,100m (14-minute walk) to the east of the site, and Mauldeth Road station is a c. 1,300m (17-minute) walk to the south of the site, which provide alternative travel options for both staff and visitors to the proposed medical centre.

This level of car parking, cycle parking and electric vehicle charging points is considered to be appropriate to the scale, location and nature of the development.

There will be off-site highways work required as a result of the development. This is necessary to achieve the vehicular access point. It is therefore proposed to attach a condition relating to all highways works, including any off-site works.

Due to the scale of the development and the proximity to existing properties, and on the basis of comments received from consultees an appropriately condition to require Construction Management Plan (CMP) is proposed.

The level of impact on the highway network is not considered to be significant.

The assessment concludes that the proposed development will not result in any material impact on the operation or safety of the local highway network, and it is proposed that no detailed capacity assessments will be required to support a future planning application for the development proposals

As part of the submission a further Technical Note has been provided which considered the potential for the closure of the existing 8.5m gap in the central reservation, which may be considered necessary in order to prevent an intensification of use as a result of the new Medical Centre. A maximum of six vehicles per hour were observed using the existing 8.5m gap in the central reserve to perform a U-turn manoeuvre – all of which turned from/to the east. If the existing gap in the central reserve were to be closed, there would still, however, be opportunity for existing U-turn manoeuvres to occur at the Lindley Road junction with minimal detour.

Highway Services have suggested off site highway works are required, comprising the installation of tactile pavement adjacent to the car park access and for the resurfacing of the footway for all footway that adjoins the site, the need for TROs in proximity to the proposed access on Moseley Road, and the potential closure of the existing 8.5m gap section of central reserve within close proximity of the site. Such works will require a separate S.278 agreement and also need to be agreed by way of an attached planning condition.

Access

The site would be accessed from Moseley Road, via a new priority T-junction left in/left out arrangement. Visibility splays of 2.4m x 120m can be achieved along the access road. Separate to the vehicular access, pedestrian access would be provided from Moseley Road, located further east, closer to the main entrance and the eastbound bus stop. The staff entrance would be to the east of the existing bus stop and a patient entrance to the west (directly to the south of the main building entrance).

Servicing Strategy

The application is accompanied by a Servicing Management Plan (SMP). This confirms that the frequency of servicing would remain consistent with the current medical centre on Birchfields Road which is to be related to this site.

The proposed development includes a 3.6m x 6.5m ambulance bay / loading area within the car park, and the SMP confirms that general deliveries would be undertaken by 7.5t box vans or similar vehicles. Swept path plans within the Servicing Management Plan demonstrate that a 7.5t van can enter the site via the proposed access on Moseley Road, manoeuvre around the site to the loading area and egress safely. It is further noted that the proposed arrangements are acceptable in principle to Highway Services. It is therefore recommended that a condition be attached to any approval in relation to this element of the scheme.

Travel Plan

An Interim Travel Plan accompanies the application. It is recommended that a condition is attached to any approval to require the submission of a detailed Travel Plan for the medical centre prior to first occupation of the development.

Open Space

The site does not comprise a grass pitch or any other sports facility in the Playing Pitch and Outdoor Sport Strategy (June and October 2022). In terms of open space credentials:

- The Site is not designated as open space in any evidence base.
- It is not publicly accessible and therefore does not contribute to meeting local open space needs.
- It provides negligible biodiversity or ecological value.
- It lacks facilities, equipment and features that would support its function as recreational or amenity space.

The surrounding area is well served by accessible, higher-quality open spaces including Platt Fields Park (approx. 600m away) and the extensive sports pitches of the Armitage Centre which adjoin the site.

It is however, acknowledged that the site has been accessed by users of the adjacent sport pitches, but it is considered that the benefits of the redevelopment of the site for the relocation of a medical centre which serves the local area, outweighs the loss of the informal use of the site by users of the adjacent pitch. The loss is also mitigated through landscaping, and on and off-site Biodiversity Net Gain and other associated enhancements.

Ground conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments.

A Phase 1 Ground Site Assessment has been undertaken for the proposed development. The assessment reviewed historical land uses, potential sources of contamination, and existing site conditions to identify any risks to future occupants or construction workers. The report concludes that no significant ground constraints were identified that would render the site unsuitable for development. It confirms that industry-recognised standards and best practice measures will be applied during demolition and construction to manage any potential risks.

A Phase 1 Preliminary Risk Assessment accompanies the application. It states that the risk from contamination sourced within Made Ground soils to the site end-users (staff and patients) , and construction workers is considered to be Low.

Furthermore, that the risk posed to Controlled Waters (groundwater and surface water) is considered to be Low. There are no potable groundwater abstractions within 1km of the site. The nearest surface water feature is located approximately 293m southeast of the site (unnamed water feature). However, the University of Manchester have confirmed there is a culvert which is located approximately 11m north of the site. It is unlikely that potential leachable contaminants of concern would migrate to the water feature.

The Phase 1 Preliminary Risk Assessment recommendations are that prior to development commencing, an intrusive ground investigation is undertaken, and that a Generic Quantitative Risk Assessment (GQRA) as part of the ground investigation to refine the Conceptual Site Model and further assess contaminated land risks.

A Phase 2 Ground Investigation report has also been submitted. The report also concludes that the site is considered to pose a low risk to controlled waters, but recommends that designers account for the geotechnical recommendations made for the foundations, ground bearing floor slabs, hardstanding areas, and soakaways to ensure that the development can proceed efficiently. Furthermore, that the potential for unrecorded contamination should also be considered.

It is therefore recommended that a ground conditions condition be attached to any consent which referenced these reports, but also requires the submission of a Remediation Strategy, and a

Completion/Verification Report following completion of the ground works. In view of the content of the Phase 2 report recommendations, a further condition related to unforeseen contamination, with no further development to be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing is recommended.

Noise

An Environmental Noise Survey accompanies the application.. This was undertaken to establish baseline noise conditions and assess the impact of the proposed Medical Centre. The survey measured environmental noise and identified road traffic on Moseley Road as the dominant source, with some contribution from Birchfields Road and occasional trains passing by.

Noise modelling was also undertaken to predict levels from the external plant area at the nearest sensitive receptors. The assessment concluded that, with mitigation, plant noise would meet required limits. Accordingly, the proposed development includes acoustic louvres to the plant.

The Environmental Noise Assessment shows that the mitigation measures to prevent unacceptable noise impacts on sensitive receptors, and the proposed development would be appropriate. It is recommended that this aspect of the scheme is conditioned.

The scheme also proposes acoustic close boarded fencing to the external plant and bin storage area

A resident has raised concerns in regard to noise during the construction period. This matter can be managed through mitigation measures within a construction management plan. It is recommended that a condition is attached to any approval to require the submission of a construction management plan

Ventilation

The building where suitable would be naturally ventilated. This would be to consulting rooms, with openable windows. There are, however, areas within the proposed building where mechanical ventilation would be incorporated. This would be generally in areas where there are acoustic restrictions, HTM requirements, or no windows. The main air handling plant would be located internally within the building, with external louvres located on the building in proximity to the plant area, and on the south and west elevations of the building.

Sustainability

Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments.

The information accompanying the application states that building has been designed with a 'fabric first' approach, to enable the best possible thermal performance from the building fabric. This approach would assist in reducing the requirements for heating and cooling, and in turn the amount of energy the building uses. Furthermore, the building would be designed with Net Zero Principals in mind. In line with the NHS Property design standards for new buildings, a BREEAM Excellent rating is sought for the building. As part of the sustainability strategy, PV panels are proposed to be installed on the roof which would contribute to reducing the operational carbon footprint of the proposed medical centre. Heating and hot water would be provided by a heat pump VRF system.

Furthermore, the design promotes active travel to work by providing a dedicated covered cycle store and changing facilities for staff. A separate cycle store for patients and visitors is situated at the front of the building. It is also proposed that the brick from the demolished boundary wall will be salvaged to build a retaining wall at the rear of the site. If the quality of the brick is not acceptable, the brick could be used to level the site during the groundworks

With regards to BREEAM, it is anticipated that the proposed development can achieve a rating of Excellent, with the project scoring 81%..

The scheme achieves compliance with Part L and delivers significant improvements beyond minimum standards, including a 32.9% reduction in primary energy and 29% reduction in carbon emissions. • The buildings heating demand will be met by air source heat pumps (ASHP) located to the rear of the building in a dedicated screened compound, whilst a photovoltaic array located on the roof will provide renewable energy generation of approximately 23,368 kWh/year, reducing CO₂ emissions by 2.82 tonnes annually. 19 • A fabric first approach is proposed to reduce the heat input to the development, with U Values for fabric and fittings to match the NHS Net Zero Carbon Healthcare Building Standard. • An air permeability target of 5m³/h. m² at 50Pa is targeted. • Life Cycle Assessment: Embodied carbon for chosen superstructure option: 369.3 kgCO₂e/m² NIA, achieving BREEAM Mat01 credits.

Photovoltaic (PV) panels are positioned on the roof to utilise the sun's energy to generate electricity. Electric car charging points are proposed to 3 the car parking spaces.

A condition has been included which will require confirmation as to what environmental standards have been achieved.

Climate Change

Given the existing context of the site adjacent to a main arterial route, and that the proposed development is related to the relocation of an existing Medical Centre on Birchfields Road there is unlikely to be a significant uplift in vehicular emissions or impact to air quality which would affect climate change to a noticeable degree as consequence of the proposed development. Vehicular movements are likely to be comparable with the existing centre. Whilst it is acknowledged that there will be some localised impact upon air quality during construction this will be short lived and through appropriate mitigation via the submission and agreement of a Construction Management Plan, any impact upon local air quality can be managed and minimised. To off-set any further impact, a condition has been included which will require the use to operate in accordance with a Travel Plan to encourage travel by non-car modes, supplemented by conditions requiring cycle storage provision and the inclusion of electric vehicle charging provision. On this basis, it is not believed that the impact to air quality or climate change should form a barrier to development.

Waste Management

An external waste storage area would be sited to the rear (east) of the medical centre. The store would accommodate three 1,100 litre bins, to be used for clinical waste, mixed recycling, and general waste. The supporting information indicates collections would be weekly basis for general waste and mixed recycling, and biweekly for clinical waste. There would also be a monthly collection for confidential waste and ad hoc blood collections (scheduled when required). Confidential waste and blood would be stored internally and would be collected from loading bays within the car park.

It is also indicated that Medical Centre staff would be responsible for transferring waste to the bin compound and ensuring waste is sorted into the correct stream. Refuse collection staff would drag the relevant bin(s) from the internal compound to the refuse vehicle on Moseley Road. The bin drag route is circa 12m. The route would be c. 2m wide.

Refuse collection vehicles are expected to temporarily pull up alongside the footway on the eastbound lane of Moseley Road. The supporting documentation also states no collections would take place from Moseley Road between 07:30-09:30 and 16:30-18:30, when traffic levels are typically highest, to minimise any impact.

A condition is proposed to be attached to any approval in regard to refuse storage arrangements within the scheme.

Boundary treatment

The proposed boundary treatment to the northern boundary and returning part way along the eastern boundary would be a 2.4m brick wall. The existing high level brick wall and piers to the remainder of the eastern boundary, and to the west of the site on Moseley Road would be retained. The southern boundary abutting the back of pavement on Moseley Road would comprise a 0.525m brick wall with 1.8m brick piers with vertical railing infill panels with 1.8m vertical railings gates. As no elevation detail have been provide for consideration, a condition is recommended in relation to this aspect of the scheme.

Boundary treatment to pitches

A Ball Strike Risk Assessment has been undertaken following the concerns raised by MCR Active.

The football and rugby pitches currently benefit from 6.5m high fencing; however, the assessment suggests that the proposed development will require additional ball strike mitigation in relation to the adjacent football pitch. Two mitigation options have been identified to address this requirement:

- Option 1: Increase the height of the existing southern boundary fencing adjacent to the sports pitch; or
- Option 2: Install new mitigation fencing measuring 8 metres in height along the northern boundary of the site.

Accordingly, additional mitigation fencing would be installed in line with the requirements set out under either Option 1 or Option 2. It has been requested by the planning agent that the submission of full details of the ball stop mitigation fencing be secured through a suitably worded pre-occupation condition attached to the planning consent.

Flood Risk/Surface Water Drainage

A Flood Risk Assessment (FRA) and Drainage Strategy accompany this application. The Site is located within Flood Zone 1 and therefore has a low risk from flooding from rivers and seas, with less than 0.1% annual exceedance probability. The Strategic Flood Risk Assessment (SFRA) indicates that the Site is located in a Critical Drainage Area.

The Local Flood Authority advised that a Flood Risk Assessment (FRA) is not required for the planning submission, as the site area is less than 0.5 hectares. However, a Flood Risk Assessment has been undertaken to meet the requirements for achieving BREEAM credits.

In relation to drainage, and in line with the drainage hierarchy set out in NPPF and CIRIA SuDS Manual (C753), infiltration was considered as the preferred option at the site. However, in-situ infiltration testing has indicated very poor infiltration properties, making soakaways unsuitable. Surface water is therefore proposed to be discharged to the culverted Fallowfield Brook, located north of the site, at a restricted rate of 5 l/s. It is however, proposed to attach a condition to any approval to require the submission of a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards to enable the final detailed arrangements to be agreed.

The drainage arrangements have been designed to ensure the site would not flood during a 1 in 30-year event, and exceedance flows for up to the 1 in 100-year event + 45% climate change allowance will be safely contained on-site without impacting buildings or adjacent land. Permeable tarmac is proposed to be used for the parking bays for cars.

However, in view of the comments from United Utilities advising that there are elements of the detailed drainage design which may be unacceptable to them, and their request that the proposed drainage strategy is not approved until such time as all concerns are resolved, it is recommended that a condition be attached to any approval to require that *'Notwithstanding the drainage information referenced in condition no.2 on prior to commencement of development, 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 for approval in writing by the City Council, as Local Planning Authority. The development shall be constructed and completed in accordance with the approved details, prior to the first occupation/use of the development'*.

It is also noted that the supporting documentation indicates that a comprehensive maintenance strategy would be implemented by the facilities management team, including biannual inspections, post-storm checks, and routine cleaning of gullies, attenuation tanks, and flow

control devices. However, these details may be subject to change depending on the finalised scheme for surface water drainage. A condition that details of the implementation, maintenance and management of the sustainable drainage scheme be submitted to and approved by the local planning authority before occupation of the medical centre, and that the scheme be implemented and thereafter managed and maintained in accordance with the approved details, is also recommended.

Air Quality

An Air Quality Assessment has been submitted as part of the application to determine potential impacts associated with fugitive dust emissions during the construction phase of the proposed development; assess potential impacts associated with road transport emissions during the operational phase of the proposed development; assess risk of future staff and patient exposure to any existing air quality issues; and identify any requirement for relevant mitigation measures.

Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of earthworks, construction and trackout activities.

It is considered that the use of the identified site-specific control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level, and that these are managed through a construction management plan. It is recommended that this aspect of the scheme is conditioned

Potential impacts during the operational phase of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the development. Additionally, future site staff and patients may be exposed to any existing air quality issues at the site. The Air Quality report states that dispersion modelling was undertaken in order to predict pollutant concentrations at sensitive locations as a result of emissions from the highway network both with and without the development in place. The results indicated that air quality impacts as a result of traffic generated by the development were not predicted to be significant at any sensitive location in the vicinity of the site. The results of the assessment also demonstrated that predicted pollution levels were below the relevant criteria at all sensitive locations across the development. As such, mitigation measures would not be required.

Designing out Crime

A Security Needs Assessment accompanied the application, which identifies vulnerabilities, assess potential threats, and recommends actionable strategies to enhance the security and safety of the development's staff, property, and assets.

The main entrance has been orientated towards the main car park to ensure visibility on approach and to aid visual security. During its hours of operation, the building would be staffed by up to 26 employees. In addition to staff presence on site, safety and security for the building is proposed to be managed by CCTV and lighting.

Given the need to ensure design measures are introduced to limit the potential for crime and to enhance security for prospective occupiers, a condition has been included to ensure the proposal incorporates the measures in the Security Needs Assessment.

Lighting

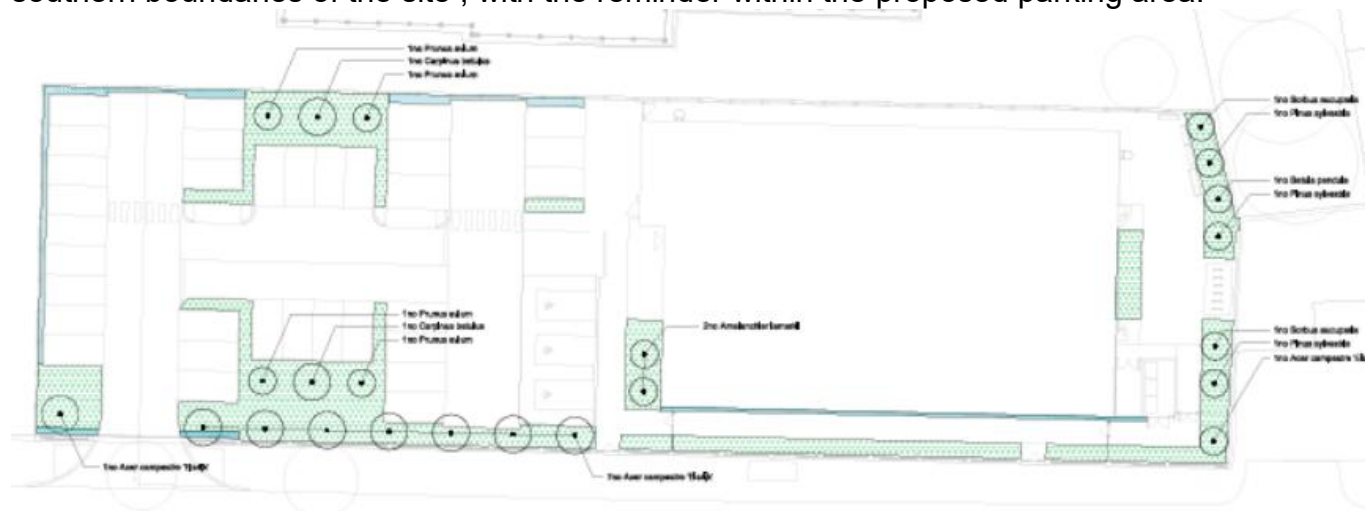
The building perimeter would be lit by lighting bollards and wall mounted fittings to ensure pedestrian routes are visible at all times. All exit doors would be lit to aid egress and access to and from the building.

Trees

An Arboricultural Impact Assessment accompanies the application.

The proposed development would necessitate the removal of a category C street tree, and 7 category C trees and 5 category U trees from within the site, and a category U tree on the northern site boundary.

There are also, however 5 trees to the northeast of the site, 4 of which are in a row to the rear of house on Birchfields Road. It is proposed to protect the retained trees along this boundary during the construction phase, and it is recommended that this aspect of the scheme is conditioned.



The proposed tree planting includes a mix of predominantly native species which would also contribute to the biodiversity of the site by providing foraging opportunities. The species have been chosen to suit the location.

Ecology/Biodiversity

A desk-based review and an extended Phase 1 habitat survey was undertaken. The appraisal found that most of the habitats on the site are not considered to be ecologically valuable as they are of poor diversity and are common and widespread in the local area.

No evidence of protected species was recorded during the site visit. The report recommends precautionary measures during any vegetation clearance, including checks for nesting birds.

Due to the mobile nature of bats and badgers, it is recommended that if there is a delay in the development being implemented that a further survey of the site and locality for badger setts and bat roosts shall be undertaken and the findings submitted, and that this aspect of the scheme is conditioned.

As part of the development, it is proposed to incorporate 2 bird and 2 bat boxes. The designs and locations are set out in the accompanying Landscape and Ecological Management Plan 22/09/2025. Updated 29/09/2025 (V2). A condition relating to the provision of bat and bird boxes/bricks recommended to be attached to any approval.

Biodiversity Net Gain

The pre-development biodiversity value of onsite habitats on the date of calculation is 1.35 units.

The development as currently proposed is anticipated to result in a 70.55% net loss in area-based habitat units (net unit change of -0.95) and fail the habitat trading rules. The Biodiversity Net Gain Assessment identifies that the proposed development cannot achieve the required 10% Biodiversity Net Gain within the site boundary due to spatial constraints and the operational requirements of the health centre.

In order to achieve the required 10% net gain for area-based habitat units and to satisfy the habitat trading rules, the proposed development needs to provide an additional 1.08 area-based habitat units, where at least 1.06 units are delivered through the provision of other neutral grassland or a habitat type of higher distinctiveness.

While the landscaping strategy includes new tree planting and ecological enhancements, these measures fall short of meeting the statutory BNG target. To ensure compliance with national and local policy, the shortfall will be addressed through the purchase of off site biodiversity credits.

GMEU have advised that the Assessment relates to the identification of trees as having medium strategic significance; the LNRS has been published and therefore medium strategic significance no longer applies. This site, however, is not located within the LNRS and therefore both baseline and post-development strategic significance should be identified as low. However, they advise this amendment makes very minimal difference to the results of the metric, and they would have no objection to this matter being resolved at condition stage.

GMEU have also indicated that they would expect units to be purchased from a habitat bank within close proximity to the site as a priority.

A Habitat Management and Monitoring Plan (HMMP) would need to be produced for the implementation, management, and monitoring of on-site post-development habitats for a minimum term of 30 years to ensure the site is developed in accordance with the BNG Assessment.

Accordingly, it is recommended that a planning condition be imposed requiring the submission and approval of the following documents prior to commencement of above ground works:

- A Biodiversity Gain Plan
- A Habitat Management and Monitoring Plan

This condition would ensure that the proposed biodiversity gains are fully implemented and maintained in accordance with current guidance.

Landscaping

Due to the site constraints, there is limited scope for significant landscaping. The submitted drawings indicate replacement tree/shrub planting to the perimeter of the site and interspersed amongst the car parking area. 23 trees would be planted within the proposed development.. The application is also accompanied by a Landscaping Management Plan.

It is therefore proposed that a landscaping condition be attached to any consent to require the implementation of the landscaping, the implementation of the measures in the Landscaping Management Plan, together a requirement for any soft planting which dies or is removed within 5 years of planting to be replaced.

Due to the highly urbanised nature of the site and its surroundings coupled with the exiting site context, it is considered that an appropriate balance of landscaping and setting for the building can be achieved in this instance.

Accessibility

All entrances are level access with fully accessible drop off arrangements. The development has accessible parking spaces. Internally door widths and circulation spaces would enable wheelchair access around the clinical area.

A combination of colour, tonal and textural contrast is proposed to be incorporated to assist people with visual impairments distinguish between surfaces and objects placed upon them.

Other matters raised local residents/local businesses

Dust

Concerns raised in relation to dust and dirt associated with the construction phase of the development have been noted. These matters can be managed through mitigation measures within a construction management plan. It is therefore recommended that a condition is attached to any approval to require the submission of a construction management plan

Loss of the existing facility

A resident has advised that they strongly objected to the demolition of the current medical centre and this is not referenced in this application. They are of the view that the Hawthorne Medical Centre should be retained in its present location and not relocated, or if it is to be related then it should be further west on Moseley Road, on the site of the existing Armitage Centre car park.

These comments are noted, however, permission for the demolition of the existing Medical centre and the redevelopment of the wider site where the current Medical centre is located have been approved and these consents are extant.

Lack of consultation

A resident has raised concerns that the views of local residents have not been properly taken into consideration. They are not aware of any of the residents on Birchfields Rd, being sent consultation letters. The only notice they are aware of is one posted at the Bus Stop on Moseley Road.

56 notification letters, however, were sent out to residents and businesses in proximity to the site, including nos. 166- 178 Birchfield Road, on 10th November 2025.

Access to the playing pitches

Concerns are raised that the Medical Centre will provide access to the playing field and the back of people's houses on Birchfields Rd. This is currently a private field with no public access. The submitted boundary treatment plan includes boundary treatment to the perimeter of the site which would prevent access to the west, east and north of the site.

Conclusion

On balance, the proposal is considered to represent an appropriate and acceptable form of development that meets the relevant policy objectives, providing a medical facility that would support the local neighbourhood. Given the surrounding environmental context and the proposed building's design, scale and appearance, the development is regarded as an efficient use of the site that will integrate well with its surroundings. The building is also considered to be

of an acceptable design quality, reflecting the form and scale of development typically found within this urbanised setting.

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

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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:

Location plan ref: HMCNMC-GDA-V1-S1-DR-A-9903 rev.P02

Proposed Site plan ref: HMCNMC-GDA-V1-S1-DR-A-9901 rev.P02

Proposed Ground floor plan ref: HMCNMC-GDA-V1-00-DR-A-9901 rev.P01

Proposed roof plan ref: HMCNMC-GDA-V1-R1-DR-A-9901 rev. P01

Proposed Elevations plan ref: HMCNMC-GDA-V1-R1-DR-A-9904 rev. P02

Proposed Sections plan ref: HMCNMC-GDA-V1-ZZ-DR-A-9905 rev.P02

Proposed Externals plan ref: HMCNMC CUR ZZ 00 DRC 94700 rev.P03
Design and Access Statement P03 28.10.2025
Air Quality Assessment ref: 9432r1 Date: 27th June 2025
BREEAM New Construction v6 (Healthcare) Progress Tracker
Energy Statement September 2025 rev.P01
Landscape Planting plan ref: HMCNMC-ITR- XX-00-DR-L-0401 rev. P02
Proposed lighting plan dated 13.10.2025 Sheet 2
Open Space Assessment August 2025
Supporting Planning Statement October 2025
Response to Blue and Green Infrastructure Strategy for Manchester October 2025
Security Needs Assessment dated 08.08.2025
Servicing Management Plan ref: 087546-CUR-XX-XX-T-TP-00003 Rev.P02 dated 08 October 2025
CCTV Drainage inspection survey and images ref: S26205 dated 29th May 2025
Existing Drainage information Form No: PRO_PRO_012 Rev No: 01 Rev Date: Oct 2022
Ventilation Statement Rev.P01 September 2025
Arboricultural Impact Assessment 14 September 2025
Tree Survey
Tree Constraint plan
Tree Protection Plan
Biodiversity Net Gain Assessment 17/09/2025. Updated 29/09/2025 (V2).
Biodiversity Net Gain Matrix
Preliminary Ecological Assessment 9th September 2025
Landscape and Ecological Management Plan 22/09/2025. Updated 29/09/2025 (V2)
Preliminary Arboricultural Method Statement
Storm Network Drainage Data 15.10.25
Flood Risk Assessment and Drainage Strategy Report ref: 087546-CUR-XX-XX-T-C-92000-V01
Rev. V03 11 September 2025
Phase 1 Preliminary Risk Assessment ref: 087546-CUR-XX-XX-T-GE-00002 Rev. P01
Dated 16 June 2025
Construction Waste Management Plan ref: 784-B073312 September 2025
Waste Management Strategy ref: 784-B073312 September 2025
Transport Statement ref: 087546-CUR-XX-XX-T-TP-00001 Rev. P03 Dated 28 October 2025
Interim Travel Plan ref: 087546-CUR-XX-XX-T-TP-00002 Rev. P03 Dated 28 October 2025
Received 3rd November 2025

Sub Structure Details Sheet 1 plan ref: HMCNMC -CUR-V1-B1- DR- S- 16005 rev.P01
Sub Structure Details Sheet 2 plan ref: HMCNMC -CUR-V1-B1- DR- S- 16006 rev.P01
Sub Structure Details Sheet 3 plan ref: HMCNMC -CUR-V1-B1- DR- S- 16007 rev.P01
Site Retaining Wall General Arrangement plan ref: HMCNMC -CUR-V1-B1- DR- S- 16100
rev.P02
Building Retaining Wall General Arrangement plan ref: HMCNMC -CUR-V1-B1- DR- S- 16110
rev.P02
Bin Store Slab General Arrangement plan ref: HMCNMC -CUR-V1-B1- DR- S- 16120 rev.P01
Ground Floor General Arrangement plan ref: HMCNMC -CUR-V1-00- DR- S- 20001 rev.P02
Ground Floor Column GA plan ref: HMCNMC -CUR-V1-00- DR- S- 20005 rev.P01
Ground Floor Masonry GA plan ref: HMCNMC -CUR-V1-00- DR- S- 20030 rev.P01
Super Structure Details Sheet 2 plan ref: HMCNMC -CUR-V1-00- DR- S- 28002 rev.P01
Foundation General Arrangement plan ref: HMCNMC -CUR-V1-B1- DR- S- 160001 rev.P02
Received 17th December 2025

Proposed boundary treatments plan ref: HMCNMC-GDA-V1-S1-DR-A-002 rev. P04
Environmental Noise Survey Report ref: A2304 R-1 rev. B 17th December 2025

Received 18th December 2025

Highway Post -App Response Technical Note ref: 087546-CU-XX-XX-T-TP-00005- P01
Phase 2 Ground Investigation report ref: 087546-CUR-XX-XX-T-GE-00002 rev.P02 dated 19th
December 2025
Received 19th December 2025

Proposed boundary treatments plan ref: HMCMC-GDA-V1-S1-DR-A-002 rev. P04
Received 24th December 2025

Stage 1 RSA received 19th January 2026

Rugby and Football Ball Strike Assessment ref: LSUK.25-1152_RFTA v.1 received 22nd
January 2026

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 (2012).

3. Notwithstanding the Construction Waste Management Plan ref: 784-B073312 September
2025 in condition no.2, prior to the commencement of the development, a detailed construction
management plan outlining working practices during development shall be submitted to and
approved in writing by the local planning authority, which for the avoidance of doubt should
include;

- o The routing of construction traffic;
- o Detail the vehicular activity associated with the construction including appropriate swept
path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud, including on the surrounding public highway
including details of how the wheels of contractor's vehicles are to be cleaned during the
construction period;
- o The details of an emergency telephone contact number for the site contractor to be
displayed in a publicly accessible location;
- o A highway dilapidation survey including photographs and commentary on the condition of
carriageway/footways on construction vehicle routes surrounding the site.
- o Identify measures to reduce noise emissions;

Development shall be carried out in accordance with the approved construction management
plan.

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to
policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (2012).

4.The development shall be carried out in accordance with the materials specified on plan ref:
Proposed Elevations plan ref: HMCNMC-GDA-V1-R1-DR-A-9904 rev. P02 and in the design
and Access Statement dated 28.10.2025 (page 21) (Red Facing Brick (Michelmersham Clayburn
) with a reversed feature Brick Panel(- Weinerberger Glazed Bricks Amsterdam Green, Tahiti
Green & Malaysia Green) ; PPC Aluminium Feature Cladding to Canopy in a RAL colouration
to match green bricks; Windows - PPC Metal External Doorset, Aluminium Framed Glazed
Curtain Walling, Double Glazed Windows & Aluminium Roof Capping -RAL 7005;PPC Metal

External Doorset, Aluminium Framed Glazed Curtain Walling, Double Glazed Windows & Aluminium Roof Capping -RAL 7005; PPC Aluminium Louvre -RAL colour to match red brick).

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 (2012).

5. Prior to above ground works, and notwithstanding plans specified in condition no.2, full detailed designs (including specifications) of all on site and off site highways works (including any Traffic Regulation Orders, and dropped kerbs and tactiles on new access) and a delivery sequence, shall be submitted to and approved in writing by the City Council as local planning authority. The highway works shall be implemented in accordance with the approved details and approved delivery sequence, and all the agreed works shall be completed prior to the first dwelling unit being occupied.

Reason - In the interests of highway safety, pursuant to policy T1 of the Manchester Core Strategy (2012).

6. The car parking indicated on the approved plans for the proposed medical centre, shall be surfaced, demarcated and made available for use prior to the medical centre hereby approved being occupied. The car parking shall then be available at all times whilst the medical centre is occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies T2, SP1 and DM1 of the Manchester Core Strategy (2012).

7. a) The cycle storage arrangements shall be implemented in accordance with the location shown on the Proposed Site plan ref: HMCNMC-GDA-V1-S1-DR-A-9901 rev.P02.

b) Finalised elevational designs for the long stay covered cycle store shall be submitted to and approved in writing by the City Council as local planning authority prior to the occupation of the Medical Centre, and be retained thereafter.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1, T2 and DM1 of the Manchester Core strategy and policy JP-C6 of the Places for Everyone joint development plan.

8. a) Before the medical centre hereby approved is first occupied, a Full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes: i) the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development.

ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time.

iii) mechanisms for the implementation of the measures to reduce dependency on the private car.

iv) measures for the delivery of specified travel plan services.

v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

b) Within six months of the first occupation of the development (or an alternative timescale to be agreed in writing with the Local Planning Authority), a revised Travel Plan, which takes into

account the information about travel patterns gathered pursuant to item (ii) above, shall be submitted to and approved in writing by the City Council as local planning authority for the development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for the development at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy, The Guide to Development in Manchester (SPD) and policies JP-S1, JP-P1 and JP-C1 of Places for Everyone Joint Development Plan.

9.a) Finalised specifications of the electric charging points to the parking spaces shown on the Proposed Site plan ref: HMCNMC-GDA-V1-S1-DR-A-9901 rev.P02, shall be submitted to and approved in writing by the City Council as local planning authority, prior to the first occupation of the medical centre hereby approved.

b) Prior to occupation of the medical centre the electric charging points shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason - In the interest of air quality pursuant to policies SP1, DM1 and EN16 of the Manchester Core Strategy and policies JP-C8 and JP-S5 of the Places for Everyone Joint Development Plan.

10. The development shall be implemented in accordance the Servicing Management Plan ref: 087546-CUR-XX-XX-T-TP-00003 Rev.P02 dated 08 October 2025, whilst the proposed medical centre is in use.

Reason - In the interests of pedestrian and highway safety, pursuant to policy T1, and DM1 of the Manchester Core Strategy (2012).

11. a) The development hereby approved shall only be implemented in accordance with the details contained within the submitted Phase 1 Preliminary Risk Assessment ref: 087546-CUR-XX-XX-T-GE-00002 Rev. P01 Dated 16 June 2025, and Phase 2 Ground Investigation report ref: 087546-CUR-XX-XX-T-GE-00002 rev.P02 dated 19th December 2025.

b) Before the development hereby approved commences, a report prepared outlining what measures, if any, are required to remediate the land (the Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

c) 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 EN18, SP1 and DM1 of the Manchester Core Strategy (2012), and policy JP-S1 of the Places for Everyone Joint Development Plan.

12. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. An additional ground investigation scheme to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site
2. The results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. The remediation strategy shall be implemented as approved.

Reason - To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site, in accordance with the National Planning Policy Framework, and pursuant to policies EN18, SP1 and DM1 of the Manchester Core Strategy (2012), and policy JP-S1 of the Places for Everyone Joint Development Plan.

13. a) Development implemented in accordance with Environmental Noise Survey Report ref: A2304 R-1 rev. B 17th December 2025.

b) Prior to first occupation of the medical centre, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal 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 internal noise criteria.

Reason- To secure a reduction in noise from traffic or other sources in order to protect future users from noise disturbance and to reduce the potential for overheating, pursuant to policies SP1, and DM1 of the Manchester Core Strategy (2012), saved UDP policy DC26, and policy JP-P1 of the Places for Everyone Joint Development Plan.

14. a) The external plant shall be implemented in accordance with the Environmental Noise Survey Report ref: A2304 R-1 rev. B 17th December 2025 and Ventilation Statement Rev.P01 September 2025 before the use commences.

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 verification report shall be detailed along with any measures required to be undertaken prior to operation of the scheme 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 policies SP1, and DM1 of the Manchester Core Strategy (2012), saved UDP policy DC26, and policy JP-P1 of the Places for Everyone Joint Development Plan.

15.a) The development shall be implemented in accordance with the details in the Waste Management Strategy ref: 784-B073312 September 2025 received on 3rd November 2025

b) The details of the approved scheme shall be implemented as part of the development prior to the occupation of the medical centre and shall remain in situ whilst the use is in operation.

Reason - In the interests of amenity and public health, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012), and policy JP-P1 of the Places for Everyone Joint Development Plan.

16. The medical centre shall not operate outside the following hours:-

08:00 a.m. to 08:00 p.m. on Mondays to Sundays

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

17. Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policies SP1, and DM1 of the Manchester Core Strategy (2012), saved UDP policy DC26, and policy JP-P1 of the Places for Everyone Joint Development Plan.

18. a) The external lighting shall be implemented in accordance with the locations shown on Proposed lighting plan dated 13.10.2025 Sheet 2.

b) Prior to the occupation of the Medical Centre, finalised elevational design of the external lighting products (designed to control glare) to be installed shall be submitted to and approved in writing by the City Council as local planning authority.

c) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable 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 criteria.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of existing and proposed nearby residential accommodation, pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

19.a) The development shall be carried out in accordance with measures set out in the Security Needs Assessment dated 08.08.2025, and the agreed measures shall be retained and maintained thereafter.

b)The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received confirmation that the security measures set out in the Security Needs Assessment dated 08.08.2025 have been implemented.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

20. Notwithstanding the drainage information referenced in condition no.2 on prior to commencement of development, 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 for approval in writing by the City Council, as Local Planning Authority. 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 EN8 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan.

21. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the 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:

Verification report providing photographic evidence of construction as per design drawings, which shall include flow control and attenuation components;

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 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 policies within the NPPF and NPPG, Core Strategy policies EN8 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan Document.

22. No site clearance works, including works to trees or shrubs, shall commence between 1 March and 31 August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no bird nests are present has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to policy EN15 of the Manchester Core Strategy (2012).

23. Precautionary working methods for common amphibians, badger, hedgehogs, and nesting birds during site clearance and construction phases of the development shall be undertaken for the duration of the construction period.

Reason - to minimise the risk of accidental harm of a European Protected Species (Habitats Regulations 1994), pursuant to policy EN15 of the Manchester Core Strategy (2012).

24. If no development commences within 12 months of the date of consent, a further survey of the site and locality for badger setts and bat roosts, shall be undertaken and the findings shall be submitted to and approved by the local planning authority. The development shall be undertaken with any measures identified as being necessary following the outcome of the survey.

Reason - to minimise the risk of accidental harm of a European Protected Species (Habitats Regulations 1994), pursuant to policy EN15 of the Manchester Core Strategy (2012).

25. The design of the bird and bat boxes and locations in of the Landscape and Ecological Management Plan 22/09/2025. Updated 29/09/2025 (V2) shall be implemented prior to the occupation of the medical centre and retained at all times thereafter.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policy EN15 of the Manchester Core Strategy (2012).

26. a) The landscaping scheme for the development shall be implemented in accordance with the details on the Landscape Planting plan ref: HMCNMC-ITR- XX-00-DR-L-0401 rev. P02

b) The landscaping scheme hereby approved shall be managed in accordance with the contents of the Landscape and Ecological Management Plan 22/09/2025. Updated 29/09/2025 (V2)

c) The approved landscaping 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 in the development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development.

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 Manchester Core Strategy (2012), and policies JP-S1, and JP-P1 of the Places for Everyone Joint Development Plan..

27. In this condition ""retained tree"" means an existing tree located to the north east of the site to the rear of nos.174-178 Birchfields Road , and two trees on Moseley Road in front of the site , which are shown on the Tree Protection Plan received on 3rd November 2025 , specified in condition no.2 and particulars; and paragraphs (c) and (d) below shall have effect until the expiration of 5 years from the date of the first occupation of the development 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 Manchester Core Strategy (2012).

28.a) The medical centre shall be implemented in full accordance with the measures set out in the Energy Statement September 2025 rev.P01.

b) Within 3 months of the completion of the construction of the authorised development, a post construction review certificate/statement shall be submitted for approval for the development.

c) Any non-conformity from the approved scheme shall be clearly set out along with measures required to ensure compliance with the agreed details.

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 (2012) and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework, and policies JP-S1, JP-P1 and JP-S2 of the Places for Everyone Joint Development Plan.

29. a) The boundary treatment shall be implemented in accordance with the height, design description and locational details on plan ref: Proposed boundary treatments plan ref: HMCMC-GDA-V1-S1-DR-A-002 rev. P04 Received 24th December 2025.

b) Prior to the occupation of the Medical Centre finalised elevational design of the boundary treatment to be installed shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall be implemented in accordance with the approved details and be retained thereafter.

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 in order to comply with Policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012), and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

30. Prior to the occupation of the development hereby approved, the finalised design details of the mitigation measures to prevent ball strikes from the sports pitches to the north of the site shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall be implemented in accordance with the approved details and be retained thereafter.

Reason - To reduce the potential for ball strike from the sports pitches to the north of the site, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012)

31. Prior to the commencement of development, a 30 year Habitat Management and Monitoring Plan for the on-site biodiversity enhancements shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented and maintained in accordance with the agreed details and shall be retained thereafter.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to policy EN15 of the Manchester Core Strategy, policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

32. Prior to above ground works, full details of any roller shutters to be installed shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters should be perforated, have a coloured finish and be housed in shutter boxes flush with the façade of the medical centre. The approved details shall be implemented prior to the first occupation of the medical centre and thereafter retained.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms, pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy and saved policy E3.3 of the Unitary Development Plan for the City of Manchester.

33. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the medical centre hereby approved shall be used for any purpose other than the for the following purpose(s) of contained within Schedule 2, Part A, Class E of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification):

-E(e) Provision of medical or health services.

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without separate approval, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012)..

Informatives

- 1) The applicant is advised that the application site is located partially within land that is covered by HS2 Safeguarding Directions, which remain in place on the former Phase 2b Western Leg route (between Crewe and Manchester). It is expected to know more in due course and the applicant is advised to monitor future Government announcements on this subject.
- 2) Swift Bricks - If the development can accommodate it, it is requested that consideration is given to the installation of Swift Bricks. Swift bricks must be fitted in accordance to the specifications of BS 42021:2022 - Integral nest boxes.

- 3) The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved to discharge the biodiversity gain condition prior to the commencement of development.

A developer must submit the Biodiversity Gain Plan to the planning authority in writing, no earlier than the day after planning permission has been granted. The use of the Biodiversity Gain Plan template is strongly encouraged to bring together the required information into one document for approval.

The following content of a Biodiversity Gain Plan is required for development:

- information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- the pre-development biodiversity value of the onsite habitat;
- the post-development biodiversity value of the onsite habitat;
- any registered off-site biodiversity gain allocated to the development and the biodiversity; and
- any biodiversity credits purchased for the development.

In addition, the following is required:

- name and address of the person completing the Plan, and (if different) the person submitting the Plan;
- a description of the development and planning permission reference number (to which the plan relates);
- the relevant date, for the purposes of calculating the pre-development biodiversity value of onsite habitats and if proposing an earlier date, the reasons for using this earlier date;
- the completed biodiversity metric calculation tool(s), stating the publication date of the tool(s), and showing the calculation of the pre-development onsite value on the relevant date, and post development biodiversity value;
- a description of arrangements for maintenance and monitoring of habitat enhancement to which paragraph 9(3) of Schedule 7A to the 1990 Act applies (habitat enhancement which must be maintained for at least 30 years after the development is completed);
- (except for onsite irreplaceable habitats) a description of how the biodiversity gain hierarchy will be followed and where to the extent any actions (in order of priority) in that hierarchy are not followed and the reason for that;
- pre-development and post-development plans showing the location of onsite habitat (including any irreplaceable habitat) on the relevant date, and drawn to an identified scale and showing the direction of North;
- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat; and
- if habitat degradation has taken place: a statement to this effect, the date immediately before the degradation activity, the completed biodiversity tool showing the calculation of the biodiversity value of the onsite habitat on that date, and any available supporting evidence for the value.

There is a standard Biodiversity Gain Plan template available to complete which brings together many of these matters into one document.

The submission of a Biodiversity Gain Plan to a local planning authority falls under Regulation 16 of the Town and Country Planning (Fee for Applications, Deemed Applications, Requests and Site Visit) (England) Regulations 2012 (as amended), which covers fees for the written confirmation of compliance with a condition or conditions attached to a grant of planning permission.

- 4) Protected species can also turn up in unexpected places, and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. The applicant is advised that they must seek ecological advice should they find or suspect that the proposal will impact on protected species.
- 5) Application for Section 278 highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. It is expected that all modifications/improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The Council seeks use of a standard palette of materials for footway and carriageway construction. For alternatives of a higher standard, a commuted sum (for non-standard highway material and its maintenance) will need to be agreed between MCC and the applicant.

The applicant should be advised that any requirements for licensing, hoarding / scaffolding, Section 50 works skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email: highwaylicences@manchester.gov.uk / highwaynetworkmanagement@manchester.gov.uk.

For any projects that require a S278 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Ecology Unit
Rusholme, Fallowfield & Moss Side Civic Society
Sport England
MCR Active
High Speed Two (HS2) Limited

218 Moseley Road, Manchester, M14 6PB
174 Birchfields Road, Manchester, M14 6PE
226 Moseley Road, Manchester, M14 6PD
200 Moseley Road, Manchester, M14 6PB
172 Moseley Road, Manchester, M14 6PB
Flat 2, 210 Moseley Road, Manchester, M14 6PB
Flat 1, 210 Moseley Road, Manchester, M14 6PB
196 Moseley Road, Manchester, M14 6PB
Aaa (uk) Ltd, 244 - 250 Moseley Road, Manchester, M14 6PD
The Car Centre, 227 Moseley Road, Manchester, M14 6PD
244 - 250 Moseley Road, Manchester, M14 6PD

198 Moseley Road, Manchester, M14 6PB
216 Moseley Road, Manchester, M14 6PB
214 Moseley Road, Manchester, M14 6PB
212 Moseley Road, Manchester, M14 6PB
208 Moseley Road, Manchester, M14 6PB
206 Moseley Road, Manchester, M14 6PB
204 Moseley Road, Manchester, M14 6PB
194 Moseley Road, Manchester, M14 6PB
192 Moseley Road, Manchester, M14 6PB
190 Moseley Road, Manchester, M14 6PB
182 Moseley Road, Manchester, M14 6PB
180 Moseley Road, Manchester, M14 6PB
176 Moseley Road, Manchester, M14 6PB
174 Moseley Road, Manchester, M14 6PB
168 Moseley Road, Manchester, M14 6PB
166 Moseley Road, Manchester, M14 6PB
164 Moseley Road, Manchester, M14 6PB
172 Birchfields Road, Manchester, M14 6PE
240 Moseley Road, Manchester, M14 6PD
236 Moseley Road, Manchester, M14 6PD
232 Moseley Road, Manchester, M14 6PD
228 Moseley Road, Manchester, M14 6PD
224 Moseley Road, Manchester, M14 6PD
222 Moseley Road, Manchester, M14 6PD
188 Moseley Road, Manchester, M14 6PB
178 Moseley Road, Manchester, M14 6PB
170 Moseley Road, Manchester, M14 6PB
168 Birchfields Road, Manchester, M14 6PE
220 Moseley Road, Manchester, M14 6PD
178 Birchfields Road, Manchester, M14 6PE
176 Birchfields Road, Manchester, M14 6PE
170 Birchfields Road, Manchester, M14 6PE
242 Moseley Road, Manchester, M14 6PD
238 Moseley Road, Manchester, M14 6PD
234 Moseley Road, Manchester, M14 6PD
230 Moseley Road, Manchester, M14 6PD
202 Moseley Road, Manchester, M14 6PB
186 Moseley Road, Manchester, M14 6PB
184 Moseley Road, Manchester, M14 6PB
210 Moseley Road, Manchester, M14 6PB
166 Birchfields Road, Manchester, M14 6PE
The Armitage Centre, Moseley Road, Manchester, M14 6HF

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (June 2022)

Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA