

Supporting Planning Statement

Land to the north of Moseley Road, Fallowfield, Manchester, M14 6PD

October 2025

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1. INTRODUCTION

- 1.1 This Planning Statement has been prepared by NHS Property Services Ltd (NHSPS) ('The Applicant') in support of a full planning application to Manchester City Council (MCC) seeking permission for the development of a new health centre. The development is located on land to the north of Moseley Road, Manchester ('The Site').
- 1.2 NHSPS manages, maintains, and improves NHS properties and facilities, working in partnership with NHS organisations to create safe, efficient, sustainable, and modern healthcare environments. NHSPS has a clear mandate to provide a quality service to its tenants and minimise the cost of the NHS estate to those organisations using it. Any savings made are passed back to the NHS.
- 1.3 The Proposed Development is described as follows: *Development of a health centre (Use Class E (e)) with parking, landscaping and other associated works.*
- 1.4 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 will deliver a new Lidl supermarket (planning reference: 139751/FO/2024).
- 1.5 The new health centre will replace the existing practice at Fallowfield Retail Park with all services transferring to the new facility upon completion.
- 1.6 The Proposed Development will provide a modern, bespoke healthcare facility within Fallowfield. The design will meet current health and technical standards and will provide facilities that are flexible to the changing workforce and clinical care requirements for the delivery of services in primary and community care.

Submitted Plans and Documents

- 1.7 This Statement should be read in conjunction with a number of other documents which have been submitted as part of the planning application. The following documents and drawings comprise the full application package:
- Application Form, Fee, Certificates and Notices, prepared by NHS Property Services;
 - Site Location Plan, prepared by prepared by Gilling Dod;
 - Existing and Proposed Site Plans, prepared by Gilling Dod;
 - Application Drawings, including proposed floorplans, proposed roof plan, proposed elevations, proposed sections and proposed boundary treatment, prepared by Gilling Dod;
 - Design and Access Statement, prepared by Gilling Dod;

- Proposed Landscaping Strategy, prepared by Iteriad;
- Supporting Planning Statement, prepared by NHS Property Services;
- Blue and Green Infrastructure Statement, prepared by NHS Property Services;
- Acoustic Assessment, prepared by Ion Acoustics;
- Air Quality Assessment, prepared by Redmore Environmental;
- Arboricultural Impact Assessment, Tree Survey, Tree Constraints Plan and Tree Protection Plan prepared by Urban Tree Management;
- Biodiversity Net Gain Assessment, prepared by Arbtech;
- Construction Waste Management Plan, prepared by Tetra Tech;
- Crime Impact Statement, prepared by Graphite Security
- Environmental Standards Statement / Energy Statement, prepared by Silcock Leedham Consulting Engineers Ltd;
- Flood Risk Assessment and Drainage Details, prepared by Curtins;
- Land Contamination Assessment (Desktop), prepared by Curtins;
- Landscape and Ecological Management Plan, prepared by Arbtech;
- Lighting Strategy; prepared by Netzo;
- Open Space Assessment, prepared by Nexus;
- Preliminary Ecological Assessment, prepared by Arbtech;
- Servicing Management Plan, prepared by Curtins;
- Transport Statement prepared by Curtins;
- (Interim) Travel Plan prepared by Curtins;
- Ventilation Statement, prepared by Silcock Leedham Consulting Engineers Ltd; and
- Waste Management Strategy including proforma v7.00 from September 2023, prepared by Tetra Tech

Structure of the Planning Statement

- 1.8 This supporting planning statement sets out the relevant planning background to the proposal, provides a detailed consideration of the planning merits of the development and an analysis of the Local Development Plan and an assessment of national planning policy.
- 1.9 The remainder of this Statement is structured as follows:
- Section 2 sets out the relevant background to the application.
 - Section 3 outlines the full details of the proposed development.
 - Section 4 details the relevant planning policies at National and Local levels against which the application should be determined.
 - Section 5 provides a planning assessment of the proposals.
 - Section 6 provides a summary.

2. BACKGROUND

Site and Surroundings

- 2.1 The Site comprises approximately 0.7 acres (0.27 hectares) of land situated on the north side of Moseley Road, Fallowfield, around 3.5 miles south of Manchester city centre. It forms a broadly rectangular parcel that is largely vacant, except for a brick wall along Moseley Road, which will be demolished as part of the proposed development.
- 2.2 The Site is bound by the University of Manchester's Armitage Sports Centre and associated playing fields to the north and west, with residential properties along Birchfields Road to the east. To the south, the Site fronts Moseley Road to the south, where existing bus stops and pedestrian footways provide good connectivity.
- 2.3 Currently, the land forms part of the wider curtilage of the Armitage Sports Centre but does not include formal sports pitches or play facilities.
- 2.4 The Site lies within a well-established urban area comprising a mix of residential, educational, and commercial uses. To the west lies the Fallowfield Campus and a large area of formal sports pitches, while to the east and south are dense residential neighbourhoods with strong access to local services, including supermarkets, pharmacies, and public transport.
- 2.5 The Site occupies a highly accessible location with excellent multi-modal transport connections. It benefits from direct frontage onto Moseley Road and close proximity to Wilmslow Road, one of Manchester's principal public transport corridors. Wilmslow Road provides north–south links to Oxford Road and the City Centre, as well as to Rusholme, Withington, Didsbury, and Parrs Wood. The Oxford Road Corridor, Manchester's higher education hub and a key economic area, can be reached easily on foot, by cycle, or via public transport.
- 2.6 Several bus routes operate along Moseley Road and Wilmslow Road, offering frequent services to Manchester city centre and the wider urban area. The Site is also well integrated with local pedestrian and cycle networks, including routes through the University's sports grounds
- 2.7 Two railway stations are located nearby: Mauldeth Road (1.3 km) and Levenshulme (1.1 km). Both provide direct services to Manchester Piccadilly and onward connections across the region.
- 2.8 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.

- 2.9 The Manchester City Council Strategic Flood Risk Assessment (SFRA) indicates that the Site is located in a Critical Drainage Area.
- 2.10 The Site is not located in a Conservation Area and there are no listed buildings on or immediately adjacent to the Site.
- 2.11 There are no Local Nature Reserves (LNRs), National Nature Reserves (NNRs) or Site of Special Scientific Interest (SSSIs) within 1km of the Site.
- 2.12 There are no European designated sites (Special Protection Areas (SPAs) or Special Areas of Conservation (SACs)) within 10km of the Site.
- 2.13 There are no other environmental designations on the Site.

Planning History

- 2.14 The Site is not subject to an extensive planning history and has not been the subject of any major development proposals in recent years. The Site falls within the redline boundary of the following planning application, although no built form was proposed on the site:

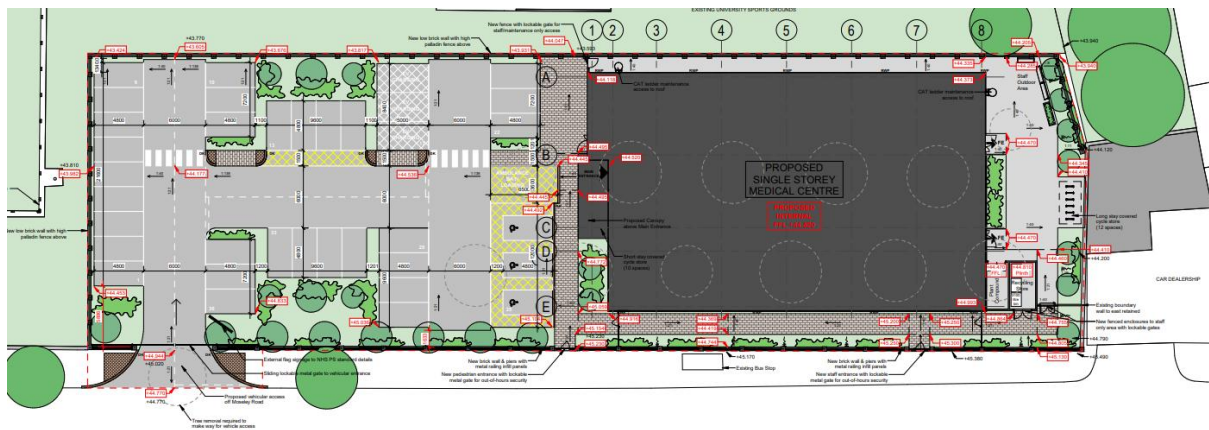
The Armitage Centre, Moseley Road, Levenshulme, M14 6HE		
Planning Application Reference Number	Planning Proposal	Planning Decision
109519/FO/2015/N2	Installation of external artificial grass sports pitches with associated ball-stop fencing (to a maximum height of 8 metres), perimeter fencing (to a maximum height of 6.5 metres), 15 metre high floodlights and access paths.	Application Approved 12 th November 2015

Table 1: Planning History for the Site

3. PROPOSED DEVELOPMENT

- 3.1 The proposal seeks full planning permission for the development of a single-storey health centre (Use Class E(e)), together with associated parking, landscaping, and engineering works.
- 3.2 The new health centre will accommodate a range of primary care services, including clinical spaces and associated support facilities. It is intended to replace the existing Hawthorn Medical Centre, which is due to be demolished as part of the redevelopment of Fallowfield Retail Park (planning references: 138593/DEM/2023 and 139751/FO/2024). This replacement facility is essential to ensure continued access to healthcare services for the local community, maintaining provision in a highly accessible location.
- 3.3 The health centre floor plans have been designed in conjunction with the existing surgery team to ensure they are fit for purpose. Further details on this engagement and the functional requirements of the new facility are set out in the accompanying Design and Access Statement.
- 3.4 The new health centre will incorporate all customer-facing elements, including the reception, waiting room, consultation rooms, and treatment rooms. The building also includes a meeting room and group room for seminar-style learning and community sessions. Staff welfare facilities, including changing rooms, showers, and WCs, are also provided.
- 3.5 The layout follows best practice guidance from the Department of Health for primary and community healthcare, incorporating feedback from healthcare professionals. The design ensures:
- Clear and legible internal circulation.
 - Equal prominence for arrivals by foot, car, or public transport.
 - Parking located close to the main entrance.
 - Flexibility for future adaptation.
- 3.6 The practice will operate seven days a week, meeting the national requirement for extended access in general practice and supporting an integrated model of care. The proposed hours of operation are:
- 08:00 – 20:00 on weekdays; and
 - 08:00 – 20:00 on Saturdays and Sundays.

Figure 3.1 – Proposed Site Plan



- 3.13 Accessibility is at the heart of the design. The building is arranged across a single level, enabling step-free access throughout. Its siting also allows for maintenance access around the full perimeter, ensuring long-term operational efficiency.
- 3.14 The chosen material palette takes cues from the surrounding development. The building will use a sympathetic palette of materials to complement the local context, featuring contemporary brickwork to enhance the street frontage. Architectural detailing, including feature glazed brickwork panels around window openings, introduces visual interest and a sense of identity. The main entrance is further highlighted by a projecting canopy, creating a welcoming focal point for visitors.

The proposal is illustrated in detail on the accompanying drawings by Gilling Dod Architects, with further commentary on the design approach provided in the Design & Access Statement.

Access and Vehicle Parking

- 3.15 Vehicular access to the site will be taken directly from Moseley Road via a new priority T-junction left-in/left-out arrangement. The internal layout provides 6m carriageways throughout, with an uncontrolled crossing featuring dropped kerbs and tactile paving across the proposed access.

Separate pedestrian access will be provided from Moseley Road, located further east, close to the main entrance and the eastbound bus stop. The staff entrance will be to the east of the existing bus stop and the patient entrance to the west, directly south of the main building entrance.

The proposed development will provide 36 car parking spaces, including three EV charging spaces and three disabled bays (8% of the total). An ambulance/loading bay is also included.

Refuse and Cycle Storage

- 3.16 A dedicated covered cycle store in a secure staff outdoor area to the east of the building will provide 12 spaces, with a short-stay covered cycle store beneath the canopy adjacent to the main entrance offering 10 spaces for patients and visitors, in line with adopted standards.
- 3.17 A dedicated refuse storage area is proposed to the east of the proposed building. The store is sufficiently sized to accommodate the appropriate number of refuse and recycling bins.
- 3.18 Refuse collection will take place from Moseley Road, consistent with existing servicing operations for residential properties to the south. Small deliveries and collections will take place within the car park with a dedicated servicing bay.

Ecology, Trees and Landscaping

- 3.19 A comprehensive landscaping strategy has been developed with specialist input to create an attractive, green, and wildlife-friendly setting for the new health centre.
- 3.20 The health centre will be framed by ornamental and native shrubs and grasses, alongside the planting of twenty-three trees, providing both external and internal views of greenery and connections to nature.
- 3.21 Full details are provided in the submitted site and landscaping plans.
- 3.22 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. 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, secured via an appropriate legal mechanism. This approach aligns with the Environment Act 2021 and relevant guidance, ensuring the development delivers the required net gain in a measurable and enforceable manner.

Sustainability

- 3.23 The accompanying Energy Statement and Operational Energy Performance Report prepared by Silcock Leedham Consulting Engineers confirm that PV panels and air source heat pumps would be suitable for use with the new health centre.
- 3.24 With regards to BREEAM, it is anticipated that the proposed development can achieve a rating of Excellent, with the project scoring 81%.

Summary

- 3.25 The proposed development represents a direct replacement of the Hawthorn Medical Centre, which will be lost as part of the approved redevelopment of Fallowfield Retail Park. Its delivery is essential to maintain continuity of primary healthcare provision for the local community in a highly accessible location.
- 3.26 The scheme responds positively to national and local planning policy objectives, including promoting healthy and inclusive communities (NPPF paragraphs 92 and 93), and aligns with Manchester's Core Strategy and Places for Everyone policies on health and wellbeing.

- 3.27 The single-storey design ensures full accessibility, while the layout and landscaping strategy provide a safe, welcoming, and sustainable environment.
- 3.28 Through its modern facilities, extended opening hours, and integration of green infrastructure, the development will deliver significant public benefits and meets the tests of sustainable development set out in the NPPF.

4. PLANNING POLICY

Development Plan

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise. This section identifies the principle planning policy considerations which have informed the development proposals, and which provide the context for the consideration of this planning application, as well as other material considerations.

4.2 The adopted Development Plan for Manchester City Council comprises:

- National Planning Policy Framework (NPPF) (2024 revision)
- Greater Manchester Places for Everyone Joint Development Plan (2024)
- Greater Manchester Waste Development Plan (April 2012)
- Greater Manchester Minerals Plan (April 2013)
- Manchester City Council Core Strategy (2012)
- Manchester City Council Core Strategy Addendum (2024)
- Saved Policies of the Manchester Unitary Development Management Plan (1995)

4.3 Other material considerations include:

National Guidance

- National Planning Practice Guidance
- National Design Guide (2021)

Local Guidance and Strategies

- Guide to Development in Manchester SPD (2007) – key design principles and development standards
- Manchester Green and Blue Infrastructure Strategy (2015–2025) – promotes integration of green spaces and biodiversity
- City-Wide Open Spaces, Sport and Recreation Study (CWOSSRS) (2009) – evidence base for open space provision
- Manchester Parks Strategy and Open Space Standards (2017–2027) – sets standards for parks and recreation
- Manchester Biodiversity Strategy (2022–2030) and Greater Manchester Local Nature Recovery Strategy – statutory biodiversity priorities under Environment Act 2021
- Design for Access 2 (2003) – accessibility standards for inclusive design

- Manchester Climate Change Framework (2020–2025) – pathway to net zero carbon by 2038
- Greater Manchester Combined Authority Net Zero Design Guidance (2025) – supports Places for Everyone Plan policies JP-S2 and JP-S3 on energy and carbon
- City Centre Transport Strategy to 2040 – sustainable transport and connectivity objectives
- GD04 Waste Storage and Collection Guidance for New Developments (v7, Sept 2023) – mandatory waste and recycling standards

National Planning Policy Framework and Guidance (2024)

- 4.4 The National Planning Policy Framework ('NPPF') sets out the Government's Planning Policies for England and how these should be applied. The NPPF was originally published in 2012 and updated in February 2019 and July 2021 and December 2023. In December 2024 the NPPF received some revisions. The NPPF must be taken into account when preparing a development plan and is a material consideration in planning decisions.
- 4.5 The NPPF is supported by several National Planning Practice Guidance (NPPG) documents which provide further detail on specific policy topics. The NPPGs are updated periodically.
- 4.6 The NPPF Chapters relevant to this application are:
- Chapter 2 Achieving Sustainable Development
 - Chapter 4: Decision Making
 - Chapter 8: Promoting Healthy and Safe Communities
 - Chapter 9: Promoting Sustainable Transport
 - Chapter 11: Making Effective Use of Land
 - Chapter 12: Achieving Well-Designed and Beautiful Places
 - Chapter 14: Meeting the challenge of climate change, flooding and coastal change
 - Chapter 15: Conserving and enhancing the natural environment

Local Development Plan

- 4.7 Manchester's Unitary Development Plan ("UDP") was adopted in July 1995. Significant elements of the UDP were replaced following the adoption of the Core Strategy in 2012. Certain policies within the Core Strategy were then varied or replaced by those within Places for Everyone – these are listed within the Core Strategy Addendum.
- 4.8 The site is subject to the following Local Plan designations according to the Local Plan Interactive Policies Map:
- Policy EC9 and H6 - South Manchester

- Policy SP1 - Spatial Principles - Inner Areas

4.9 Places for Everyone is a joint development plan which covers nine of the ten local authority areas in Greater Manchester, including Manchester. The nine local authorities worked jointly with the Greater Manchester Combined Authority and the Mayor of Greater Manchester to prepare the plan. Manchester City Council adopted the Plan in March 2024. The Site is not covered by any designations or allocations within the Places for Everyone Plan.

5. PLANNING ASSESSMENT

5.1 This section assesses the proposed development against the adopted Development Plan and other material considerations. It evaluates the scheme in relation to key planning issues and demonstrates how the proposal aligns with both local and national planning policy objectives. The analysis considers relevant policies and guidance supported by reference to material considerations that inform the overall planning balance.

5.2 Given the nature of the scheme and the application site, it is considered that the principal issues for consideration are:

- Principle of Development
- Loss of Open Space
- Design
- Sustainability
- Ecology and Biodiversity Net Gain
- Arboriculture
- Highways Matters
- Flood Risk and Drainage
- Ground Conditions
- Air Quality
- Noise
- Neighbouring Amenity

5.3 In the remainder of this section, each topic is considered in turn with reference to policies and guidance of particular relevance.

Principle of Development

5.4 The NPPF sets out the Government's planning policies for England and how they should be applied. Under Chapter 8: Promoting Healthy and Safe Communities (paragraphs 96–108), planning policies and decisions should aim to achieve healthy, inclusive, and safe places that:

- Promote social interaction and community cohesion;
- Enable and support healthy lifestyles, especially where this addresses identified local health and wellbeing needs;
- Provide accessible local services that reflect community needs and support health, social, and cultural well-being.

- 5.5 Paragraph 121 is also relevant, requiring local planning authorities to take a positive approach to applications for alternative uses of land that help meet identified development needs, including healthcare facilities, where this would maintain or improve the quality of service provision.
- 5.6 The Local Development Plan supports the provision of health infrastructure as part of creating inclusive, sustainable communities. The Places for Everyone Plan reinforces these principles through Policy JP-D1 (Design Principles), requiring developments to deliver high-quality, inclusive design that supports health and well-being. Policy JP-P6 (Health) specifically seeks to create healthy environments by improving access to healthcare and reducing health inequalities across Greater Manchester.
- 5.7 The proposed health centre responds directly to these policy objectives by providing a modern, accessible healthcare facility within the community. Its location and design ensure integration with the surrounding area, supporting sustainable transport and contributing to improved health outcomes. The development therefore accords with the NPPF, Manchester Local Plan, and The Places for Everyone Plan policies promoting health infrastructure and sustainable communities.
- 5.8 The proposed development represents a direct replacement of an existing health facility that will be lost as part of the approved Lidl development. To ensure continued access to primary healthcare services for the local community, it is essential that a new facility is delivered at this location. The scheme therefore plays a critical role in maintaining healthcare provision and supporting the health and wellbeing objectives set out in national and local planning policy.

Loss of Open Space

- 5.9 Policy EN10 (Safeguarding Open Space, Sport and Recreation Facilities) of the Manchester Core Strategy seeks to safeguard open space, sport, and recreation facilities. It states that development on existing open spaces may be permitted where the site is demonstrated to be surplus to its current function and city-wide standards are maintained.
- 5.10 An Open Space Assessment, prepared by Nexus, accompanies this application and provides evidence to support compliance with Policy EN10.
- 5.11 The assessment demonstrates that, although clean and maintained, the site does not perform the function of accessible public open space. Its main role is ancillary to the adjoining sports centre and playing pitches, with restricted access and no community use.
- 5.12 In terms of open space credentials, the report concludes that:
- 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.

5.13 The surrounding area is well served by accessible, higher-quality open spaces including Platt Fields Park (circa 600m away) and the extensive sports pitches of the Armitage Centre itself which fulfil a far more important community role.

5.14 The findings confirm that the Site makes no meaningful contribution to Manchester's open space network. Its redevelopment would not result in the loss of valued open space provision, and the proposal is therefore consistent with Policy EN10.

Design

5.15 National, strategic, and local planning policy places strong emphasis on achieving high-quality design that responds to the form, function, and character of an area. Paragraphs 131, 135, 137, and 139 of the NPPF (2024) require developments to be visually attractive, well-designed, and sustainable. The adopted design approach for the proposed health centre reflects these objectives, balancing operational requirements with contextual sensitivity to the surrounding area. The scheme delivers a high-quality primary care facility in a carefully considered building.

5.16 Core Strategy Policy EN1 (Design Principles and Strategic Character Areas) requires all development to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability, and diversity) and to respect the strategic character area in which it is located.

5.17 Core Strategy Policy DM1 states that new development should have regard to appropriate siting, layout, scale, form, massing, materials and detailing as well as the impact on the surrounding areas in terms of the design, scale and appearance.

5.18 Taking the above into consideration, the proposed development has been designed by Gilling Dod Architects, specialists in healthcare design and has been influenced by several site-specific opportunities and constraints, including:

- The local highway network, public transport accessibility and potential for congestion.
- The available street frontage onto Moseley Road
- Proximity to residential neighbourhoods and commercial premises
- Noise in the locality from existing road traffic and commercial premises.

- 5.19 The proposals have taken the above factors into account and the proposed development provides a building which reflects the local context, addresses the identified constraints and maximises the opportunities presented by the Site.
- 5.20 The Design and Access Statement, submitted in support of this application, illustrates and explains the design principles applied to provide a scheme which sits within the context of the existing site and the development of the wider site and respects the characteristics of the surrounding area.
- 5.21 The scheme is of appropriate scale and massing, complementing the local streetscape and avoiding adverse impacts on neighbouring amenity. It is therefore acceptable in design terms.
- 5.22 The development optimises the site's potential while respecting its setting, supporting the objectives of Core Strategy Policies EN1 and DM1 and the NPPF design principles.

Inclusive Access

- 5.23 Inclusive design and access are a key requirement of Core Strategy Policy DM1 (Development Management) and Design for Access 2 guidance. The proposed health centre ensures full accessibility for staff and patients, with corridor widths designed in accordance with Health Building Note 00-04 and compliance with Part M of the Building Regulations throughout.

Landscaping and Public Realm

- 5.24 In line with NPPF Chapter 12 and Core Strategy Policy SP1 (Spatial Principles), the scheme includes high-quality landscaping and public realm improvements. Eight 'Category C' trees will be removed as part of the development proposals and twenty-three new trees will be planted within the site delivering both quantitative and qualitative enhancements. Additional planting and a green zone provide screening and visual interest, supporting biodiversity and amenity.
- 5.25 For further details please refer to 'Ecology and Biodiversity' and 'Tree' section below.

Security By Design

- 5.26 The NPPF (Paragraph 96) and Core Strategy Policy DM1 (Development Management) require developments to create safe and accessible environments.
- 5.27 A Crime Impact Statement (CIS) accompanies the application, confirming that the design incorporates measures to reduce crime and anti-social behaviour. Recommendations from the CIS have been integrated into the scheme where possible, ensuring compliance with national and local policy on security.
- 5.28 Please refer to the CIS submitted alongside this application for further details.

Summary

- 5.29 The proposed health centre demonstrates a high standard of design, accessibility, and security in accordance with national and local planning policy. It reflects the principles set out in the NPPF ensuring a well-designed, safe, and inclusive development. The scheme complies with Manchester Core Strategy Policies EN1, DM1, and SP1 as well as Places for Everyone Plan Policies JP-S1, delivering a contextually responsive building that optimises the site's potential. Landscaping and public realm enhancements, inclusive access measures, and security interventions further reinforce the proposal's alignment with policy objectives for creating sustainable, attractive, and healthy environments.

Sustainability

- 5.30 Built environment sustainability is embedded within national and local policy frameworks. The Climate Change Act 2008 and the NPPF require development to mitigate climate change, reduce carbon emissions, and support the presumption in favour of sustainable development.
- 5.31 Manchester City Council declared a Climate Emergency on 10 July 2019, committing to achieve carbon neutrality by 2038. The Manchester Climate Change Framework 2020–2025 sets out measures to reduce emissions from buildings, energy use, and transport, including retrofitting, renewable energy adoption, and electrification of vehicles. While not formally adopted into planning policy, this framework is a material consideration for development proposals.
- 5.32 The Greater Manchester Combined Authority Net Zero Design Guidance (2025) provides KPIs for non-residential developments under the Places for Everyone policies, promoting energy efficiency and low-carbon design.
- 5.33 The application is supported by an Energy Statement and Operational Energy Performance Report prepared by Silcock Leedham Consulting Engineers. This document confirms compliance with Building Regulations Part L (2021) and target credits under BREEAM UK New Construction V6, including Ene01 (Operational Energy), Ene04 (Passive Design & LZC Feasibility), Hea04 (Thermal Comfort), and Mat01 (Life Cycle Assessment).
- 5.34 Key sustainability measures include:
- 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.

- 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.

- 5.35 The proposal demonstrates a comprehensive energy and sustainability strategy that exceeds regulatory requirements and aligns with both national and local policy objectives. It delivers a fossil fuel-free building, optimises passive design principles, integrates renewable technologies, and supports Manchester's 2038 carbon neutrality target. Further technical details are provided in the submitted Energy Statement and supporting reports.
- 5.36 The development is also considered sustainable from a transport perspective. The site is located within a highly accessible location, with local amenities reachable by active travel modes such as walking and cycling. In addition, the site benefits from excellent connectivity to public transport, including frequent bus services and proximity to rail links.
- 5.37 Based on the above, the proposed development is highly sustainable in transport terms, limiting potential emissions associated with private vehicle use. This approach aligns with Policy JP-S5: Clean Air within the recently adopted Places for Everyone (2024) plan, which requires development to maximise sustainable travel modes and minimise exposure to air pollution.
- 5.38 Adopted Development Plan policy encourages schemes of this nature to achieve a BREEAM Excellent rating. The initial BREEAM Pre-Assessment, prepared by Ridge and Partners LLP and submitted with this application, confirms that the proposal is targeted to surpass the required score for BREEAM Excellent.
- 5.39 Compliance with a BREEAM Excellent rating can be secured via a standard pre-occupation planning condition requiring submission and approval of the Post-Construction Assessment.
- 5.40 Accordingly, the proposed development is considered fully consistent with national and local policy objectives relating to climate change mitigation, sustainable design, and low-carbon development.

Ecology and Biodiversity Net Gain

- 5.41 NPPF paragraphs 187–201 require developments to minimise impacts on biodiversity, deliver net gains, and contribute to ecological networks. Core Strategy Policy EN15 (Biodiversity and Geological Conservation) requires development to protect and enhance biodiversity and deliver measurable net gains. Places for Everyone Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) requires developments to deliver biodiversity net gain, protect ecological networks, and integrate green

infrastructure. The proposals also comply with the Environment Act 2021, which mandates a minimum 10% Biodiversity Net Gain.

- 5.42 The design of the proposals has been fully informed by the site's location and its surrounding context. A series of detailed reports have been commissioned covering ecology and biodiversity, which outline the measures and enhancements to be incorporated into the scheme in accordance with national and local planning policies.
- 5.43 A Preliminary Ecological Appraisal has been prepared by Arbtech to assess the ecological value of the site and to identify any potential ecological constraints associated with the proposed development.
- 5.44 The appraisal includes a desk-based review and an extended Phase 1 habitat survey. 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. There are no sites of statutory or non-statutory designation for nature conservation within the zone of influence on-site or off-site that would be affected by the proposed development.
- 5.45 No evidence of protected species was recorded during the site visit.
- 5.46 The report recommends precautionary measures during any vegetation clearance, including checks for nesting birds.
- 5.47 A Landscape Planting Plan (drawing HMCNMC-ITR-XX-00-DR-L-0401 P02) accompanies the application, showing areas of new planting around the building and the site. This includes twenty-three new trees 3no. *Acer campestre* 'Elsrijk', 2no. *Amelanchier lamarckii*, 1no. *Betula pendula*, 2no. *Carpinus betulus*, 3no. *Pinus sylvestris*, 4no. *prunus avium* and 2no. *sorbus aucuparia* as well as new areas of native and ornamental grasses, perennials and shrubs.
- 5.48 A Biodiversity Net Gain (BNG) Assessment has been prepared by Arbtech to support the application. The BNG Assessment was undertaken having regard to the statutory criteria and relevant government policy. It uses the statutory biodiversity metric. It looked at the existing habitat on site and the measures set out in the Landscape Plan.
- 5.49 The BNG Assessment identifies that the proposed development cannot achieve the required 10% Biodiversity Net Gain (BNG) within the site boundary due to spatial constraints and the operational requirements of the health centre. 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, secured via an appropriate legal mechanism. This approach aligns with the

Environment Act 2021 and relevant guidance, ensuring the development delivers the required net gain in a measurable and enforceable manner.

- 5.50 The BNG strategy is consistent with the requirements of the Environment Act 2021 and aligns with Core Strategy Policy EN15, Places for Everyone Policy JP-G8 and NPPF paragraphs 187-201. Through a combination of on-site habitat creation and off-site compensation, the development will achieve measurable biodiversity gains and secure longterm ecological improvements.

Arboriculture

- 5.51 Core Strategy Policy EN9 (Green Infrastructure) requires new development to maintain existing green infrastructure in terms of its quantity, quality, and multifunctionality. It continues by stating that the Council will seek to protect existing street trees and promote new planting.
- 5.52 Places for Everyone Policies JP-G6 (Urban Greenspace) and JP-G7 (Trees and Woodland) emphasise the importance of securing urban green space in improving residents' quality of life and increasing provision of street trees within urban areas.
- 5.53 Places for Everyone Policy JP-G7 mandates that developments resulting in the loss of existing trees must provide two replacement trees for every tree removed. Where compliance with this ratio is not possible, alternative measures to enhance the character, quality, and biodiversity of the treescape are recommended.
- 5.54 An Arboricultural Impact Assessment (AIA) has been prepared by Urban Tree Management in accordance with BS 5837:2012 to assess the potential impact of the proposed development on existing trees at the site.
- 5.55 The survey categorised eight trees on site as being in 'Category C', meaning they are trees of low quality with an estimated remaining life expectancy of at least ten years, or young trees with a stem diameter below 150mm. Five trees within the site boundary were categorised as being in 'Category U' meaning they are dead. A table detailing the quality and species of the trees to be removed is available in the BS5837:2012 Tree Survey Report. None of the trees are subject to Tree Preservation Orders, and the site does not lie within a Conservation Area.
- 5.56 The proposed development will require the removal of all existing trees. While one of the trees offers some contribution to the local character, the impact of their loss is considered to be moderate and localised.

- 5.57 To re-establish and retain tree cover on-site and maintain a green street scene, twenty-three new trees are proposed to be planted within the site, including eight along Moseley Road. This results in a replacement ratio greater than the 1:2 requirement set out in the Places for Everyone Policy JP-G7.
- 5.58 Based on the above, the proposals are considered to be in accordance with the Development Plan with regards to trees.

Highways Matters

- 5.59 NPPF Chapter 9 (Promoting Sustainable Transport) requires proposals to promote walking, cycling and public transport, and states that patterns of movement, streets, parking and other considerations should be integral to the design of schemes. Proposals should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.60 Core Strategy T1 (Sustainable Transport) states that the Council will support proposals that improve choice by alternative means than cars; reduce the negative impacts of road traffic (congestion, air pollution and road accident casualties) and take account of road users' needs according to a broad hierarchy consisting of in order of priority: pedestrians and disabled people; cyclists; public transport; commercial access; general off peak traffic; and lastly, general peak time traffic.
- 5.61 A Transport Statement has been prepared by Curtins in relation to the proposals, which should be read in conjunction with this supporting planning statement. In any case, comments and findings from the Transport Statement have been incorporated into the below discussion.

Accessibility

- 5.62 The Transport Statement provides an assessment of the Site's accessibility and consider that the Site is highly accessible by public transport; both trains and buses are within easy reach of the Site; and the inclusion of cycle parking on Site will further encourage access via sustainable transport means.
- 5.63 The inclusion of an Interim Travel Plan within the submission, and the commitment from the applicant to deliver upon the aims and objectives within the Travel Plan mean that the promotion of travel to and from the Site via sustainable transport will be promoted throughout the lifetime of the development.

Access

- 5.64 It is proposed that the Site would be accessed from Moseley Road, via a new priority T-junction left in/left out arrangement. Throughout the proposed access and car park, 6m carriageways will be provided. There would be an uncontrolled crossing with dropped kerbs and tactile paving across the proposed access.

- 5.65 Drawings 087546-CUR-XX-00-D-TP-05001, 087546-CUR-XX-00-D-TP-05002, and 087546-CUR-XX-00-D-TP-05003 included within the submitted Transport Statement shows the proposed site access arrangements, which accommodates a 6.0-metre-wide access road for two-way traffic movements. The drawing also shows, the required visibility splays for a 40mph road of 2.4m x 120m can be achieved in both directions.
- 5.66 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).

Trip Generation

- 5.67 The Transport Statement submitted with this full application request assesses the impact of the development proposals on the local highway network.
- 5.68 It is important to note that the site is not providing a new facility but is replacing an existing surgery. Therefore, the proposed trips are not all new to the highway network but are diverted from the existing site to the Moseley site.
- 5.69 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.
- 5.70 A Travel Plan has also been developed as part of the application submission and will be implemented at the site. This will further act to reduce travel by private car by promoting more sustainable forms of travel to both staff and patients.

Parking

- 5.71 The proposed development would provide 36 car parking spaces, including three EV charging spaces and three disabled bays (8% of the total). There would also be an ambulance / loading bay. This is above the level of parking demand indicated by both parking surveys of the existing use. Given there will be no change in staffing, the proposed parking is considered sufficient.
- 5.72 There would be a covered cycle store in secure staff outdoor area to the east of the building, providing 12 spaces, and a short stay covered cycle store beneath the canopy adjacent to the main entrance, providing 10 spaces for patients and visitors. This is in line with the adopted standard.
- 5.73 Curtins' parking survey also demonstrated that no motorcycle parking is necessary.

- 5.74 It is concluded that the proposed development is suitable to provide sufficient parking provision and prevent overspill parking onto the surrounding highway.

Refuse and Recycling

- 5.75 The Manchester City Council's Waste Storage and Collection Guidance Note (GD04) provide minimum standards for waste storage and collection. This guidance aligns with the Waste Management Plan for England, promoting high-quality recycling and sustainable waste practices.
- 5.76 GD04 requires all planning applications for new developments and conversions to include a Waste Management Strategy detailing:
- Estimated storage area for the waste produced by the development.
 - Internal and external stores for both waste and recycling; and
 - Location of the proposed collection point and details of the route the collection will take.
- 5.77 Core Strategy Policy EN19 (Waste) requires proposals to demonstrate consistency with the principles of the waste hierarchy, prioritising prevention, reuse, and recycling.
- 5.78 A Waste Management and Servicing Strategy, prepared by Tetra Tech, accompanies this planning application. It confirms that the proposed development's waste requirements can be met within the on-site facilities in accordance with relevant planning policies and guidance.
- 5.79 A Servicing Management Plan, prepared by Curtins, is also submitted. It sets out servicing arrangements for the proposed development, including delivery schedules, waste collection, and other operational servicing details.
- 5.80 The proposed development incorporates a comprehensive waste management strategy that ensures safe, convenient and sustainable refuse storage and collection.
- 5.81 As outlined in the Design & Access Statement and floor plans, a dedicated internal bin store is located within the proposed building. Waste will be taken directly by staff to the external refuse store located to the rear of the building. Refuse vehicles will collect waste from the external refuse store via the staff entrance. Collection staff will move bins from the store to the vehicle, which will temporarily stop on the eastbound lane of Moseley Road.
- 5.82 The strategy supports operational efficiency and resource-conscious development. Waste and recycling stores are clearly defined and accessible, encouraging responsible separation and reducing contamination. The refuse store is sized to accommodate projected volumes and collection frequencies, ensuring long-term functionality and compliance with modern sustainability standards. The layout

ensures easy access for collection staff without disrupting pedestrian movement or creating visual clutter.

Summary

- 5.83 In consideration of the above it is considered that the proposed development would not have an unacceptable impact on highways, parking or highways safety.

Flood Risk and Drainage

- 5.84 Policy EN14 (Flood Risk) of the Manchester Core Strategy directs development towards sites with little or no risk of flooding, taking account of all potential sources. Similarly, The Places for Everyone Plan Policy JP-S4 (Flood Risk and the Water Environment) requires proposals to be located and designed to minimise the impacts of current and future flood risk.
- 5.85 A Flood Risk Assessment (FRA) and Drainage Strategy, prepared by Curtins, accompanies this application. It evaluates all relevant sources of flood risk in accordance with NPPF Chapter 14 and Manchester's Local Plan policies. The proposed development site is a greenfield plot within Flood Zone 1, indicating a low probability of flooding from rivers or sea. The site is, however, located within a Critical Drainage Area (CDA).
- 5.86 In line with the drainage hierarchy set out in NPPF and CIRIA SuDS Manual (C753), infiltration was considered as the preferred option. However, in-situ infiltration testing (BRE 365) confirmed very poor infiltration properties, making soakaways unsuitable.
- 5.87 Surface water will therefore discharge to the culverted Fallowfield Brook, located north of the site, at a restricted rate of 5 l/s, agreed with the Lead Local Flood Authority (LLFA). This approach complies with The Places for Everyone Plan Policy JP-S4, which promotes climate-resilient infrastructure and sustainable drainage systems.
- 5.88 The drainage design ensures the site will 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.
- 5.89 A comprehensive maintenance strategy will be implemented by the facilities management team, including biannual inspections, post-storm checks, and routine cleaning of gullies, attenuation tanks, and flow control devices. Proprietary components will be maintained in accordance with manufacturer guidance. This satisfies Policy DM1.
- 5.90 A separate foul and surface water system is proposed. It is proposed that Foul water will discharge to the combined sewer in Moseley Road.

- 5.91 The proposed strategy ensures the development will not increase flood risk elsewhere, aligning with NPPF Section 14, Manchester Core Strategy Policy EN14, and Places for Everyone Plan Policies JP-S4 .
- 5.92 Accordingly, the proposed development is considered fully compliant with national and local policy requirements relating to flood risk, drainage, and climate resilience.

Ground Conditions

- 5.93 A Phase 1 Ground Site Assessment, prepared by Curtins, 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.
- 5.94 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.
- 5.95 A Phase 2 intrusive investigation is recommended to confirm ground conditions, assess contamination levels in detail, and determine whether any remediation is required.
- 5.96 This approach aligns with Core Strategy Policy EN18 (Contaminated Land and Ground Stability), which requires contaminated land risks to be properly assessed and managed to safeguard health and safety. It also supports Development Management Policy DM1, which requires development proposals to consider ground conditions and environmental impacts from the outset.

Air Quality

- 5.97 Policy EN16 (Air Quality) of the Manchester Core Strategy seeks to improve air quality across the city.
- 5.98 An Air Quality Assessment, prepared by Redmore Environmental, accompanies this application. It evaluates the potential impacts of the proposed development and associated operations on local air quality.
- 5.99 The Air Quality Assessment considered whether the Proposed Development could significantly change air quality during the construction phase and the suitability of the site for a healthcare use with regard to air quality.
- 5.100 The Air Quality Assessment concludes that the impact of emissions from traffic associated with the Proposed Development on local air quality at relevant receptors close to the road network surrounding

the site is negligible and there is therefore, no reason for this application to be refused on the grounds of air quality.

- 5.101 Overall, the report concludes that air quality does not present a constraint to the Proposed Development. The assessment aligns with the requirements of local and national planning policy, including Manchester Core Strategy Policy EN16, Policy JP-S5 of the Places for Everyone Plan and Paragraph 187(e) of the NPPF.

Noise

- 5.102 An Environmental Noise Survey was undertaken by Ion Acoustics to establish baseline noise conditions and assess the impact of the proposed Hawthorn Medical Centre development.
- 5.103 The survey measured environmental noise at two positions over a 24-hour period, identifying road traffic on Moseley Road as the dominant source, with some contribution from Birchfields Road and occasional trains passing by.
- 5.104 Noise modelling was undertaken to predict levels from the external plant area at the nearest sensitive receptors. The assessment concluded that, with mitigation, plant noise will meet required limits. Accordingly, the proposed development includes acoustic louvres to the plant.
- 5.105 The Environmental Noise Assessment demonstrates that scheme incorporates mitigation measures to prevent unacceptable noise impacts on sensitive receptors, and the proposed development complies with relevant local and national planning policy requirements as well as BS 4142, HTM 08-01 and BREEAM requirements. Noise does not present a constraint to the development.

Neighbouring Amenity

- 5.106 Core Strategy Policy DM1 (Development Management) requires that development does not cause unacceptable harm to neighbouring amenity, considering privacy, outlook, noise, and disturbance.
- 5.107 Places for Everyone Plan Policy JP-D1 sets design principles that safeguard the amenity of existing and future occupants, addressing privacy, noise, and visual impact. Policies JP-P1 and JP-S6 reinforce this by promoting healthy, inclusive environments and mitigating adverse effects on living conditions.
- 5.108 The proposed development is not considered to have any negative amenity impact on surrounding residential uses. The Health 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.

Planning Balance Conclusion

- 5.109 The proposed development will introduce a new, purpose-built health centre for which there is widespread support from both the local community and Council to meet a known and identified need within the locality, particularly amidst the imminent threat of closure/eviction of the existing practice.
- 5.110 The proposals demonstrate a high level of design quality which has been informed by the immediate context and nature of the surrounding built environment.
- 5.111 All clinical rooms contained within the health centre have been designed to standard size, allowing for future reconfigurations of the functions without changes to building structure, and the internal layout is both simple to improve wayfinding.
- 5.112 The proposed building will comprise a sympathetic palette of materials within a contemporary appearance in order to fit in to the local context and enhance the street scene. In terms of massing the design has been carefully considered to be context-sensitive whilst complying with building engineering requirements in terms of floor-to-floor heights.
- 5.113 The proposed development seeks to contribute towards mitigation, and adaptation to climate change through energy use reduction, efficiency, and renewable energy. The scheme adopts a 'fabric first' approach following and responding to the Be Lean; Be Clean; Be Green principles and includes various energy efficiency measures as well as low-carbon and renewable energy technologies. As a result of the 'fabric first' approach adopted within the proposals, the development will result in a 28% carbon reduction against Building Regulations Part L (2013). The proposals are also designed to maximise and encourage sustainable forms of transport with electric vehicle charging and cycle storage provision included, in addition to the implementation of a Travel Plan.
- 5.114 Whilst the development requires the removal of existing trees within Site, the proposed landscape strategy seeks to enhance the character of the Site through appropriate planting along the perimeter of the site with Moseley Road.
- 5.115 The proposals comply with the other technical policies such as noise, air quality, flood risk and drainage and contamination.
- 5.116 Therefore, it is our position that the proposals comply with the objectives and achieve the principal outcomes sought in the Local Plan as well as the Framework, and that when considered alongside the other benefits the scheme brings to the site and surrounding area, on planning balance, the scheme should be supported by the Council

6. SUMMARY

- 6.1 This full planning application proposes the development of the site to provide a new health centre with parking, landscaping and associated works. Once complete, the surgery currently operating from the existing Hawthorn Medical Centre will transfer across to the new and improved facility. The proposals have been developed in conjunction with the existing surgery, as well as NHS Greater Manchester Integrated Care Board.
- 6.2 The loss of the existing use and provision of a new health centre fully accords with the objectives of the Development Plan, supporting improved healthcare infrastructure.
- 6.3 The scheme delivers high-quality architecture that responds appropriately to the local context while meeting operational requirements. At one storey, the building's scale and massing are in keeping with surrounding development and sit comfortably within the site.
- 6.4 The proposed health centre will not adversely affect the capacity or safety of the local highway network. Adequate parking and cycle provision have been incorporated, ensuring compliance with transport policies.
- 6.5 Neighbouring amenity will be safeguarded through the building's respectful positioning, appropriate scale, and acoustic mitigation for plant equipment.
- 6.6 The accompanying Drainage Strategy and Flood Risk Report confirms that the development will not be at risk of flooding or increase flood risk elsewhere. Surface water drainage will be managed in accordance with best practice.
- 6.7 The proposed development would deliver a highly sustainable building in terms of operational energy use. The reduction in the buildings U-values and the provision of PV panels and air source heat pumps contribute toward achieving a BREEAM Excellent rating.
- 6.8 Landscaping across the site would ensure the site is suitably 'greened' and provides appropriate ecological and arboricultural mitigation and enhancement. While the scheme includes new tree planting and soft landscaping, these measures fall short of achieving the required BNG target. In accordance with the Environment Act 2021, the residual shortfall will be addressed through the purchase of off-site biodiversity units, secured via an appropriate legal mechanism.
- 6.9 This Planning Statement and supporting documents demonstrate that the proposal complies with relevant Development Plan policies, aligns with national planning policy, and is supported by material considerations.

- 6.10 The proposal represents sustainable development in accordance with the NPPF presumption in favour of sustainable development. It is therefore respectfully requested that planning permission be granted without delay.