

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130620/FO/2021

Date registered valid: 3 June 2021

Proposal: Creation of a temporary contractor car parking area with associated boundary treatment (0.9 metres to 2 metres) for up to a period of 5 years.

Address: North Manchester Health Care Nhs Trust , Central Drive, Manchester, M8 5RL

Ward(s): Crumpsall Ward

Applicant: Morgan Sindall Construction Ltd 2 Anchorage Quay , Salford Quays, Manchester, M50 3YW

Agent (if any): Miss Olivia Carr Turley 1 New York Street, Manchester, M1 4HD

Case officer: Jennifer Atkinson
Tel: 0161 234 4517
Email: jennifer.atkinson@manchester.gov.uk

Recommendation: Temporary Approval

Date of recommendation: 18 January 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 17 June 2021 Expired: 8 July 2021

Neighbour notifications

Printed: 17 June 2021 Expired: 8 July 2021

Site notice

Posted: Expired:

Press advert

Published: 22 June 2021 Expired: 13 July 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site comprises c. 947 sqm and is located to the rear of Crumpsall Vale Intermediate Care Unit (CVICU) within the north-west of the NMGH site. The site is currently free from development and has very little vegetation present. The site is accessed from within the NMGH site utilising the existing internal road network providing access to and around the CVICU. The proposed parking area will utilise this existing internal access.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

The application site is located within the curtilage of the North Manchester Hospital site. the area is dominated by hospital buildings and infrastructure.

Description of development

Creation of a temporary contractor car parking area with associated boundary treatment (0.9 metres to 2 metres) for up to a period of 5 years.

The car parking area will comprise of the following elements:

- 947sqm car parking area to be tarmacked with painted white lines denoting 47 no. parking spaces. The parking spaces are required for cars and vans used by Morgan Sindall contractors and subcontractors only.

- The parking area is accessed via an existing two-way road with access into the parking provided to the south west and egress via a separate point to the south-east.
- Signage confirming use by contractors only will be erected at the entrance to the car park to ensure that the car park is not used by staff or visitors at the hospital.
- Hours of use will be consistent with those proposed on the enabling works development and consistent with MCC standards, as follows:
 - 7:30am to 6:00pm Monday to Friday
 - 8am to 2pm Saturday

Boundary treatment will comprise of water filled red and white barriers with fence panels attached (0.9m high per panel) around the perimeter of the site, with heras panels proposed along the site frontage (2m high per panel).

Consultations & Notification Responses

Local residents/public opinion – One letter of objection has been received in respect of this matter. The comments can be summarised as follows:

- Why should building contractors be able to park for free when staff and patients/visitors have to pay charges? Will staff be able to park there for free when the car park is not in use?
- The hours of use in the application state no earlier than 7:30am on weekdays and no earlier than 8am on Saturdays, but we have had large articulated trailers parked on Delaunays Road in controlled areas parked up well before these times in blatant disregard of the local parking regulations, often with engines running.
- There is not a legal obligation to provide parking spaces for contractors so unsure why the main contractor feels it is necessary to provide such amenities for their own contractors. There is already sufficient public transport to and near the site, let them use that

Highway Services – Support the proposal

Environmental Health – the car parking must be removed after the expiration of the temporary period.

Flood risk management team – A drainage scheme should be agreed.

Design for security at Greater Manchester Police – Informatives recommended.

Policy

Manchester Core Strategy (2012) – SP1, EN1, DM1, EN14, EN15, EN9

Issues

Principle The application site is formed of an area of soft landscaping which forms the setting/curtilage of the North Manchester Hospital site. There significant redevelopment works taking place at the hospital site as part of the North Manchester SRF. One of the first phases of development relate to the proposed Multi storey car park and cycle hub which has recently been approved. In order to not affect existing parking provision, and to minimise the impact on the

surrounding road network, the car park is proposed for contractors for a period of 5 years whilst construction works complete.

The proposal is considered to be acceptable in principle. Matters which require consideration and the visual impact, highways and drainage and design out crime.

Visual amenity The site would be laid out for 47 no. parking spaces and would be accessed on an existing internal access road. Boundary treatment will comprise of water filled red and white barriers with fence panels attached (0.9m high per panel) around the perimeter of the site, with heras panels proposed along the site frontage (2m high per panel). It is acknowledged that the proposal would result in a temporary change in the appearance of the site from its current position. However, the impacts would be reversed after the expiration of the temporary period.

Drainage Flood Risk Management require a drainage scheme to be prepared in respect of this matter. This should form part of the conditions of the planning approval to minimise the impact of surface water run off from the site.

Highway considerations The scheme has been designed to the satisfaction of Highway Services. The layout is deemed acceptable and is the means of access. There would be no unacceptable impacts on the surrounding highway network as a result of the proposal.

Air quality There would be an uplift in emissions as a result of 47 cars using the site on a daily basis in comparison with the current condition of the site. It is not considered that this would result in a permanent change in conditions with the emissions being removed from the site when the use of the car park ceases.

Noise The proposal would result in comings and goings from the site which would be an uplift in comparison with existing conditions. The application site is sufficiently far away from the nearest residential properties to not result in any unacceptable harm to residential amenity.

Designing out crime Design for Security have considered the proposal and outline a series of measures which should be included as informatics of the approval.

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: Temporary approval

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the appearance of the building along with other matters arising from the consultation and notification. The proposal is considered to be acceptable and therefore determined within a timely manner.

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

- 1) The permission hereby granted is for a limited period only, expiring on 18 January 2027.

Reason - The use hereby granted is for a temporary period only to help meet the short term demand for facilities at the site and to allow a long term strategy to be put in place pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

- 2) The use hereby permitted shall be discontinued no later than the 18 January 2027 and the works comprising the development are required to be removed no later than one month from the use ceasing.

Reason - The use and buildings are required to cease and be removed from site within a specified timescale in order to allow reinstatement of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

- 3) Prior to the expiration of the temporary period, a scheme to restore the land shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall be implemented within one month of the use ceasing and thereafter retained and maintained in accordance with this scheme.

Reason - To ensure that the land is reinstated to an appropriate standard in the interest of visual amenity and to restore the recreational value of the site pursuant to policies SP1, EN9, EN10 and DM1 of the Manchester Core Strategy (2012).

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

drawing SK01 Rev P7 stamped as received by the City Council, as Local Planning Authority, on the 18 June 2021

Supporting information and covering letter stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021

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

- 5) The car park hereby approved shall not be open outside the following hours:

– 7:30am to 6:00pm Monday to Friday

– 8am to 2pm Saturday

Reason – In the interest of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy.

- 6) The boundary treatment hereby approved shall be carried out in accordance with drawing SK01 Rev P7 stamped as received by the City Council, as Local Planning Authority, on the 18 June 2021 and shall be retained for as long as the development is in use or permitted by condition 1 (whichever is the longest).

Reason – In the interest of visual amenity and the security of the site pursuant to policies SP1 and DM1 of the Core Strategy.

- 7) Prior to the commencement of the development, details of a drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. The details shall include:
- Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
 - Surface water drainage layout including discharge points, proposed attenuation and proposed overland flow routes.
 - If soakaway is not feasible and the surface water outfalls via a piped system to watercourse or sewer then details would be required of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
 - Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event. Surface water flows should be restricted to ensure that no runoff from the site enters the adjacent Delaunays Road
 - Hydraulic calculation of the proposed drainage system;

The approved scheme shall be implemented prior to the first use of the car park.

Reason – In the interest of minimising surface water run off from the car park pursuant to policies EN14 and DM1 of the Manchester Core Strategy (2012).

Informative

- The surfacing should be checked to ensure it remains uniform in coverage and well consolidated. Appropriate signage must be legible and up to date;
- Lighting to parking areas should be in accordance with BS 5489, and display an average lux of 20 (urban areas) with a uniformity level of no less than 25%. These figures should be evidenced by a lighting layout/lux plan;
- The success of the proposed development will be dependent upon the effective management and maintenance of the site and the applicant should be required to provide a security management plan which includes measures to deal with the following:
- Frequent inspection and prompt repair of security features (e.g. lighting CCTV, signage, barriers, locks, fencing and rails).

- Regular litter and graffiti removal (if applicable);
- Maintenance of car parking surface;
- Vegetation management;
- Installation & Monitoring of CCTV and procedures for response to any incident /recording of images.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit

149 Delaunays Road, Manchester, M8 4RE
145 Delaunays Road, Manchester, M8 4RE
106 Parkhill Avenue, Manchester, M8 4GY
98 Parkhill Avenue, Manchester, M8 4GY
155 Delaunays Road, Manchester, M8 4RE
143 Delaunays Road, Manchester, M8 4RE
102 Parkhill Avenue, Manchester, M8 4GY
183 Cleveland Road, Manchester, M8 4GX
185 Cleveland Road, Manchester, M8 4GX
153 Delaunays Road, Manchester, M8 4RE
151 Delaunays Road, Manchester, M8 4RE
147 Delaunays Road, Manchester, M8 4RE
104 Parkhill Avenue, Manchester, M8 4GY
100 Parkhill Avenue, Manchester, M8 4GY

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH1