MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	139865/FO/2024
Date registered valid:	23 April 2024
Proposal:	Provision of a vehicular and pedestrian access road between Central Drive and Ellis Road with associated footpaths, patient drop off area outside the adult mental health inpatient unit, six no. accessible car parking bays and the creation of an egress point from the existing car parking area to the north-west, including landscaping and associated works
Address:	North Manchester General Hospital, Delaunays Road, Manchester, M8 5RB
Ward(s):	Crumpsall Ward
Applicant:	Manchester University NHS Foundation Trust
Agent (if any):	Melissa Lee, Turley
Case officer:	Steven McCoombe Tel: 0161 234 4607 Email: steven.mccoombe@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	14 June 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 21 May 2024

Standard consultations:
Printed: 8 May 2024 Expired: 30 May 2024

Neighbour notifications
No neighbour notifications have been printed and sent.

Site notice
Posted: 21 May 2024 Expired: 12 June 2024

Press advert
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building and surroundings

The proposed application site relates to an area located to the north-west of an Adult Mental Health Unit (AMHU) currently under construction.

The site forms part of North Manchester General Hospital, Delaunays Road, situated within the Crumpsall area of Manchester. In this case, the application site relates to part of the hospital located off Central Drive, to the south-west of the main hospital campus.

The host planning permission for the AMHU proposed an access road along the western boundary of the AMHU to provide enhanced connectivity between the north, south and west of the wider hospital estate. The application site relates to this area.

The surrounding area is characterised by healthcare uses (Class C2) to the north of the site, within the North Manchester General Hospital Campus and residential uses (Class C3) to the south of the site.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of development

The proposed development relates to the provision of a vehicular and pedestrian access road between Central Drive and Ellis Road with associated footpaths, patient drop off area outside the adult mental health inpatient unit, six no. accessible car parking bays and the creation of an egress point from the existing car parking area to the northwest, including landscaping and associated works. The development comprises the following principal elements:

The provision of bell-mouths to both ends of the road with give way arrangements for the respective junctions in lieu of a mini-roundabout at the Central Drive end of the road, as previously approved;

-Two pedestrian crossings and associated markings and paving at the centre of the road to facilitate access to the car parking areas to the west and the other located across from the entrance to the AMHU at the Central Drive end of the road;

-Footpaths to connect the parking spaces to the west with the AMHU via the pedestrian crossings;

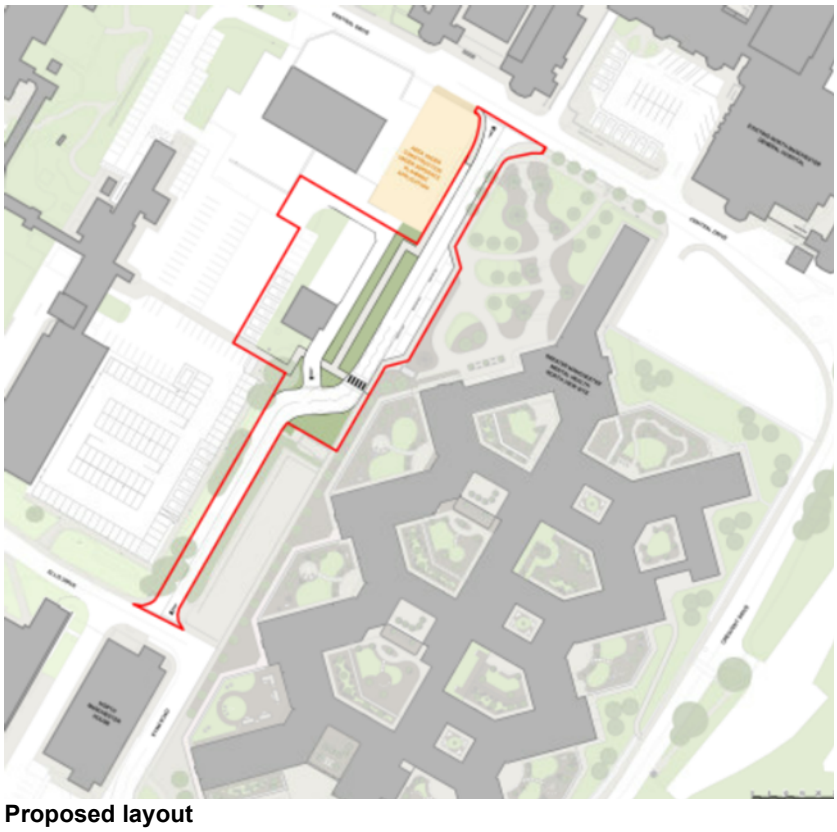
-6 accessible car parking bays within the car parking area to the northwest of the site;

- Landscaping in between the proposed road, the footpaths and car parking area;

-Vehicle length restriction signs;

-The provision of gullies along the length of the road;

-The removal of 9 existing parking spaces. These spaces are currently dedicated to staff and will not be replaced locally. As per the intention of the recently completed multi-storey car park, all staff will be encouraged to utilise this car park of which its capacity was developed on the basis of existing car parking spaces across the NMGH estate.



Proposed layout

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Highway Services - It has been confirmed that 2no. pedestrian crossing would be provided and plans have been updated to reflect this. The proposed crossings are considered acceptable by Highways.

Whilst the proposed 6no. disabled bays are located circa. 105m from the GMMH access, it is noted that the additional spaces to the north are located circa. 65m from the site. Whilst this is above 50m from the site, given that there is drop-off provision made available in close proximity of the site, this is considered acceptable by Highways.

Updated swept-path assessments have been provided which are considered acceptable by Highways and signage will be provided reflective of the worst-case tracked vehicle (max. 7.5m vehicle length). The car park egress has also been tracked.

Plans showing forward visibility along the proposed link road and visibility for vehicles egressing the car park have been submitted. The visibility splay to the left for vehicles egressing the car-park is not ideal as the driver will have to look over their shoulder prior to egress – nevertheless, Highways note that vehicles will likely be travelling below 20mph along the new link road due to the geometry/crossings and as such, visibility requirements would be reduced accordingly.

The response confirms that Central Drive bus stop relocation has already been taken forward as part of substation works.

Policy

The following policy and guidance is considered relevant to the consideration of this application

-Policies DM1, T1, EC1, EC2, EN4, EN14 of the Manchester Core Strategy;
-Policies JP-P1, JP-S4 and JP-C5 of Places for Everyone Plan for Greater Manchester;
-Guide to Development in Manchester (SPD);
-National Planning Policy Framework (NPPF);
-Greater Manchester Transport Strategy;
-Strategic Regeneration Framework, North Manchester General Hospital Site Redevelopment Programme.

Issues

Principle

The principle of the proposed development aligns with the objectives contained within The Strategic Regeneration Framework (SRF) for North Manchester General Hospital, which sets out a blueprint for the redevelopment of the hospital site over the next 10-15 years. It establishes that the campus forms a healthcare hub, including a new acute hospital and a modern mental health hospital, a wellbeing hub, education hub, healthy neighbourhood hub and village green.

The SRF has also established a movement strategy across the campus, including maximising opportunities to connect the south of the site with the wider campus to the north and west.

The SRF and the planning permission for the AMHU identified that a dedicated access and pedestrian road would be provided between Central Drive and Ellis Road, to help facilitate the connections between the south of the site and wider campus to the north and west.

Whilst it was originally envisaged that this access road would be delivered through the AMHU planning permission, the subsequent detailed design of the access road requires land outside of

the redline boundary of the AMHU planning permission. Therefore, in order, to secure the delivery of the access road, a separate planning permission for the access road is required.

The proposed development forms a key part of the infrastructure associated with the wider redevelopment of NMGH to facilitate connections between the south of the site and wider NMGH campus to the north and west.

It is considered that given the context of the site and its surroundings, the proposed works would ensure safe vehicular and pedestrian connections, that are accessible to all. Specific issues are outlined further below.

Appearance

The proposed arrangement and materials for the access road and footpaths have been chosen to integrate with the surrounding context. Landscaping primarily comprises grassed areas, in between the proposed road, footpaths and car parking area. It is believed that these works are sympathetic and would benefit visual amenity, appearing in keeping with the local context.

Accessibility

The proposed layout and associated infrastructure demonstrate that the proposed works would improve vehicular and pedestrian accessibility in and around the site.

6 no. accessible bays are proposed within the existing car park, situated within 50 metres of the AMHU entrance.

On this basis, the proposed works are considered satisfactory and represent improved accessibility locally.

Loss of Parking Spaces

The delivery of the access road would result in the removal of nine existing, staff parking spaces, which are not to be replaced locally. Instead, it is anticipated that staff would park within dedicated staff parking bays within the recently completed Multi-Storey Car Park, located to the north of the proposed Western Road and within NMGH. The loss of these spaces is therefore offset by this provision which forms part of the overall masterplan for the hospital.

Residential Amenity

Given the nature and context of the proposed development and the existing context of the hospital, the impact to the living conditions of the nearest residential occupiers is unlikely to be materially significant in terms of activity levels or any associated noise and disturbance. The impact is therefore considered satisfactory.

Drainage and Flood Risk

The site is located in Flood Zone 11 with less than a 1 in 1,000 annual probability of river or sea flooding. The proposed development is unlikely to result in an increase of flood risk in the site area.

An informative is included in relation to surface water drainage.

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 polices 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 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. 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 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:

- Transport Note (doc ref: 084501-CUR-XX-XX-T-TP-00003-P02);
- Stage 2 General Arrangement (dwg ref: 077416 CUR XX XX DR C 95510 P02);
- Stage 2 Construction Areas (dwg ref: 077416 CUR XX XX DR C 95511 P03);
- Stage 2 Vehicle Tracking Ellis Drive & Central Drive (dwg ref: 077416 CUR XX XX DR C 95520 P01);

- Stage 2 Vehicle Tracking (dwg ref: 077416 CUR XX XX DR C 95521 P01);
- Stage 2 Visibility Splay (dwg ref: 077416 CUR XX XX DR C 95522 P01);
- Proposed Street Lighting Installation (dwg ref: 22234-SIS-XX-XX-DR-E-6001_WIP P01).

Received by the City Council as Local Planning Authority on 23 April 2024:

-Location Plan (dwg ref: 23141-SRA-ZZ-00-DR-A-02200 P05);
- Proposed Site Plan (dwg ref: 23141-SRA-ZZ-00-DR-A-02202 P05);
-Letter from Curtins (ref: 084501-CUR-XX-XX-T-TP-00004-P01

Received by the City Council as Local Planning Authority on 6 June 2024:

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

3) The landscaping scheme approved by the City Council as Local Planning Authority shown on drawings referenced Proposed Site Plan (dwg ref. 23141-SRA-ZZ-00-DR-A-02202 P05) and Stage 2 General Arrangement (dwg ref. 077416 CUR XX XX DR C 95510 P02), received by the City Council as Local Planning Authority on 6 June 204 and 23 April 2024 respectively shall be implemented not later than 12 months from the date of commencement of works and retained thereafter.

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.

Informative

1)The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Neighbourhood Team Leader (Arboriculture)

Appendix 2 – Planning constraints

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