

Harpurhey Community Diagnostics Centre, Wavertree – Addendum Technical Note

April 2024



Introduction

SLR Consulting Ltd has been commissioned by DAY Architectural Ltd on behalf of Manchester University NHS Foundation Trust to provide transport and highways advice in support of a planning application for a new Community Diagnostics Centre (CDC) Imaging Unit to be located on existing parking hardstanding at Harpurhey Shopping Centre, Manchester.

A Transport Statement (TS) dated February 2024 was prepared by SLR in support of the planning application to consider the highways and transport effects of the proposals and to assist the Local Highway Authority, Manchester City Council (MCC), in the determination of the submitted application (MCC ref: 138955/FO/2024).

Following the submission of the planning application, MCC Highways has provided comments on the information submitted in support of the proposals. The MCC Highways Consultation Response dated 18th March 2024 has been included as **Appendix A** of this report.

This Addendum Technical Note has been prepared to build upon the information included within the TS and to respond to the comments from the Local Highway Authority. For ease of reference, key commentary from MCC Highways has been reproduced within the main body of this note.

MCC Comments and SLR Response

MCC's comments are highlighted in blue, with responses provided below.

The TS states that 5no. (staff) car parking spaces are proposed together with 3no. disabled bays and ambulance drop-off bay. Submitted plans however only appear to show 4no. standard parking bays rather than 5no. (As shown in Drawing DR-A-07-0101-Rev C). Clarification is required.

The proposed site layout comprises of four parking spaces, as shown in **Appendix B**.

The applicant should confirm that all proposed (and any reconfigured) car parking bays are demarcated in alignment with MCC standards (min. 2.4m x 4.8m) with additional 1.2m side and rear clearance for disabled bays. Plans should also be updated to show full car-park reconfiguration markings and further detail regarding remaining aisle widths to ensure safe and efficient car-park operations in the vicinity of the works.

These details are shown on **Drawing 432.002796.00001 D100 Rev B**. It is proposed that the two disabled bays together will comprise of a shared side access zone and there will be a gap in the proposed bollards to facilitate vehicular access and egress.

However, clarification is required in terms of how staff parking would be managed and reserved for staff use only. Overall parking management associated with the proposals should be contained within a Car Park Management Plan, to be conditioned with any approval.

The applicant is happy to agree to this planning condition.



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Highways request that the proposed Ambulance bay is subject to swept-path assessment.

The swept path analysis of the ambulance bay is shown in **Drawing 432.002796.00001 TR101 Rev A**.

Highways request EV provision is conditioned at a minimum of 1no. (min 7kW) EV charge point is provided per 100sqm floor space.

A minimum of one Electric Vehicle (EV) charging point will be provided as part of the development proposals. The EV charging point space will be one of the row of four parking spaces within the planning application boundary in the northwest part of the site, as shown on the proposed site layout plan.

The applicant is happy to agree to an appropriately worded planning condition that requires the EV charging provision for the proposed development to be reviewed in more detail and subsequently agreed with the Local Planning Authority.

It is noted that the existing North City Family & Fitness Centre has 13no. covered Sheffield Stands (i.e. 26 cycle parking spaces) located adjacent to the main building entrance. The TS states that such provision is currently highly underutilised with ample spare capacity. Since the CRU testing facility is a refurbishment of this existing building, the TS suggests that the existing cycle parking provision is deemed appropriate for the CRU. Highways request however that some secure provision is provided for staff use.

The revised cycle parking provision is shown on the attached proposed site plan in **Appendix B**, and this includes four Sheffield stands (eight spaces) for patient / visitor use to the south of the CDC building and a cycle shelter (secure and covered) to the northeast of the CDC with five stands (10 spaces). These cycle parking facilities will be available for users of the CRU testing facility in addition to 13no. covered Sheffield stands that are located adjacent to the North City Family & Fitness Centre main building entrance, and it is considered that this overall level of cycle parking provision is appropriate to serve the proposed development.

Deliveries and servicing associated with the new CDC unit will be undertaken from the western elevation, within the delivery and servicing area. A swept-path assessment for a 10.2m refuse has been provided (SLR Drawing 432.002796.00001 - TR100), however Highways note that body overhang is shown across an area of hardstanding next to the proposed disabled bays which is likely to conflict with proposed bollards.

The updated swept path analysis of the refuse vehicle is shown in **Drawing 432.002796.00001 TR100 Rev B**.

The TS states that the tracked refuse vehicle provides a worst-case assessment as all other delivery/servicing vehicles will be undertaken by smaller vehicles. Highways request that this is conditioned within a Delivery and Servicing Management Plan. The applicant should also confirm that private waste collections will take place as Highways note that the tracked refuse vehicle is smaller than the standard 11.5m MCC Refuse Vehicle.

Manchester University NHS Foundation Trust have confirmed that the proposed development will be served by private waste collections (Veolia and Stericycle), and the largest expected waste vehicles to the site will be 9.52m (length) by 2.55m (width).

The applicant is happy for the submission of a Delivery and Servicing Management Plan to be secured by a planning condition.

Highways request that a Full travel Plan is conditioned with any approval in order to encourage sustainable modes of travel for both staff and patients.

The applicant is happy to agree to this planning condition.



A Construction Management Plan (CMP) should be provided by the applicant prior to any construction works beginning.

The applicant is happy for the submission of a Construction Management Plan to be secured by a planning condition.

Summary

SLR Consulting Ltd has been commissioned by DAY Architectural Ltd on behalf of Manchester University NHS Foundation Trust to provide transport and highways advice in support of a planning application for a new Community Diagnostics Centre Imaging Unit to be located on existing parking hardstanding at Harpurhey Shopping Centre, Manchester.

This Addendum Technical Note has been prepared to respond to commentary provided by MCC Highways on the planning application (MCC ref: 138955/FO/2024), and it is considered that comments from the Local Highway Authority have been satisfactorily addressed.

The TS submitted in support of the planning application included the following concluding paragraph:

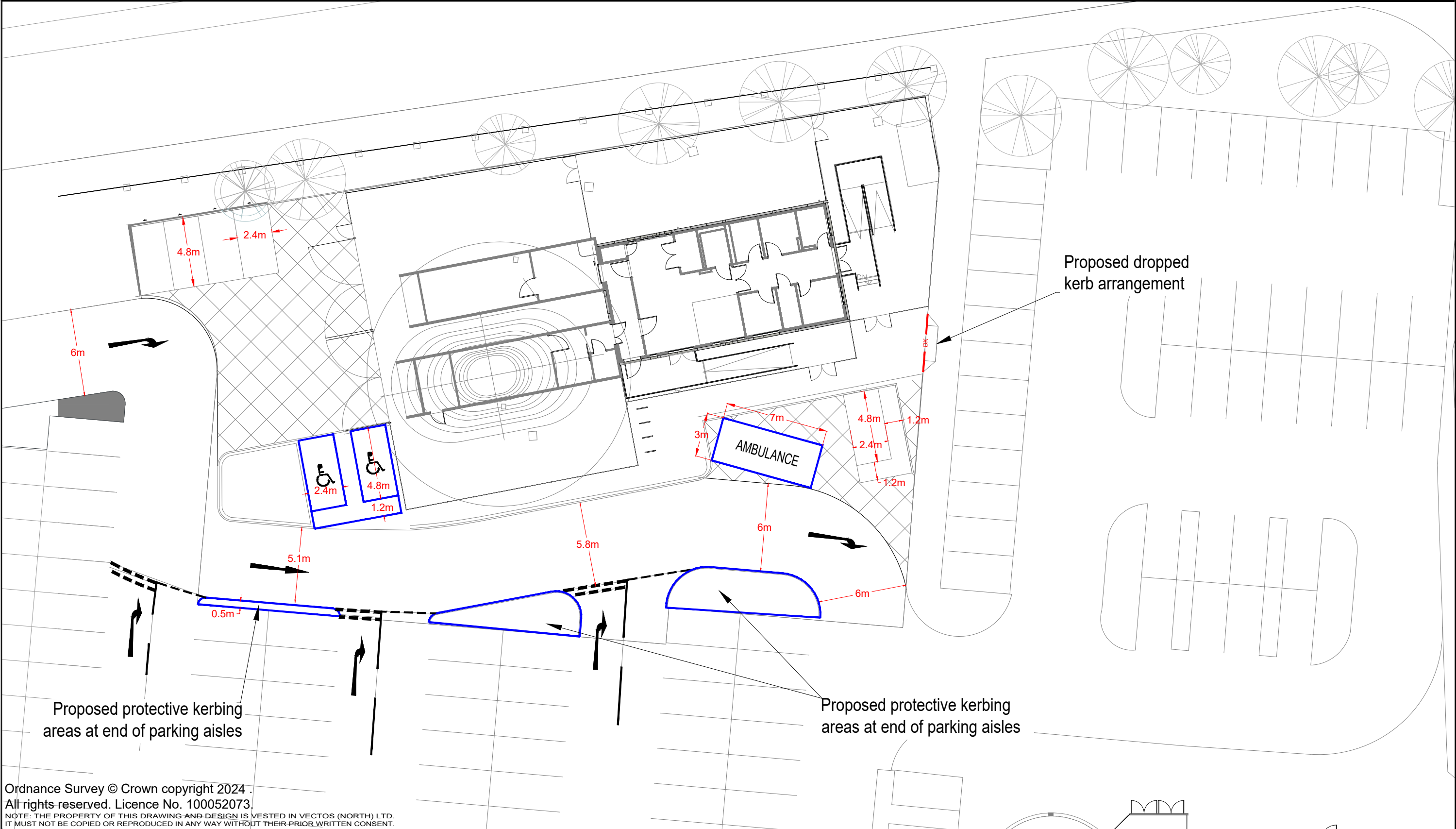
“This report has demonstrated that there are no material reasons why the proposed development should not be granted planning consent on highways and transportation grounds”.

On the basis of the additional supporting information contained within this Note, the above conclusion is upheld.



Drawings





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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	PT	16.04.24
B	Site layout updated	CG	PT	23.04.24

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Community Diagnostics Centre, Harpurhey

General Arrangement

DRAWN:
EG

CHECKED:
PT

DATE:
29.02.24

SCALES:
1:250 at A3

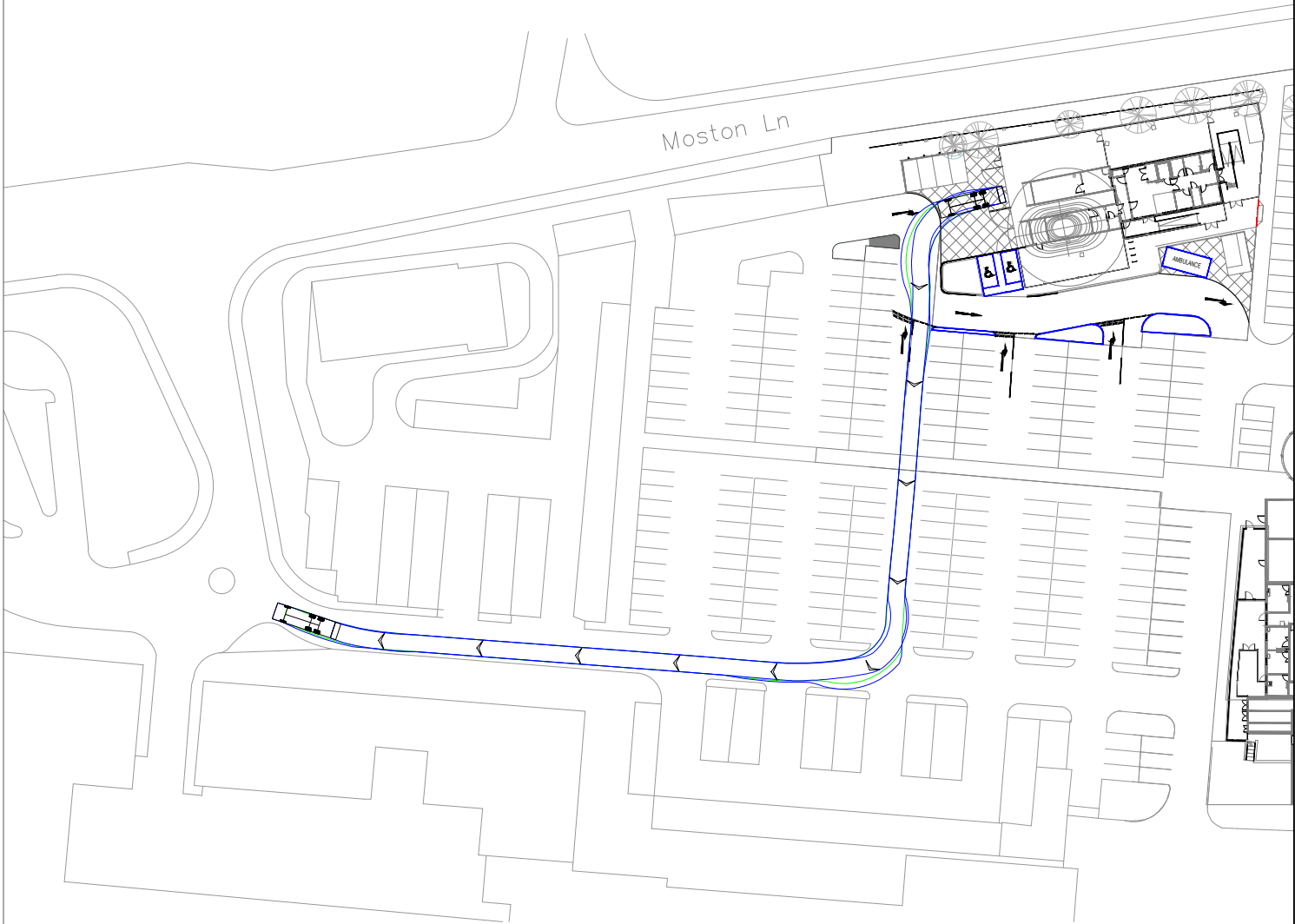
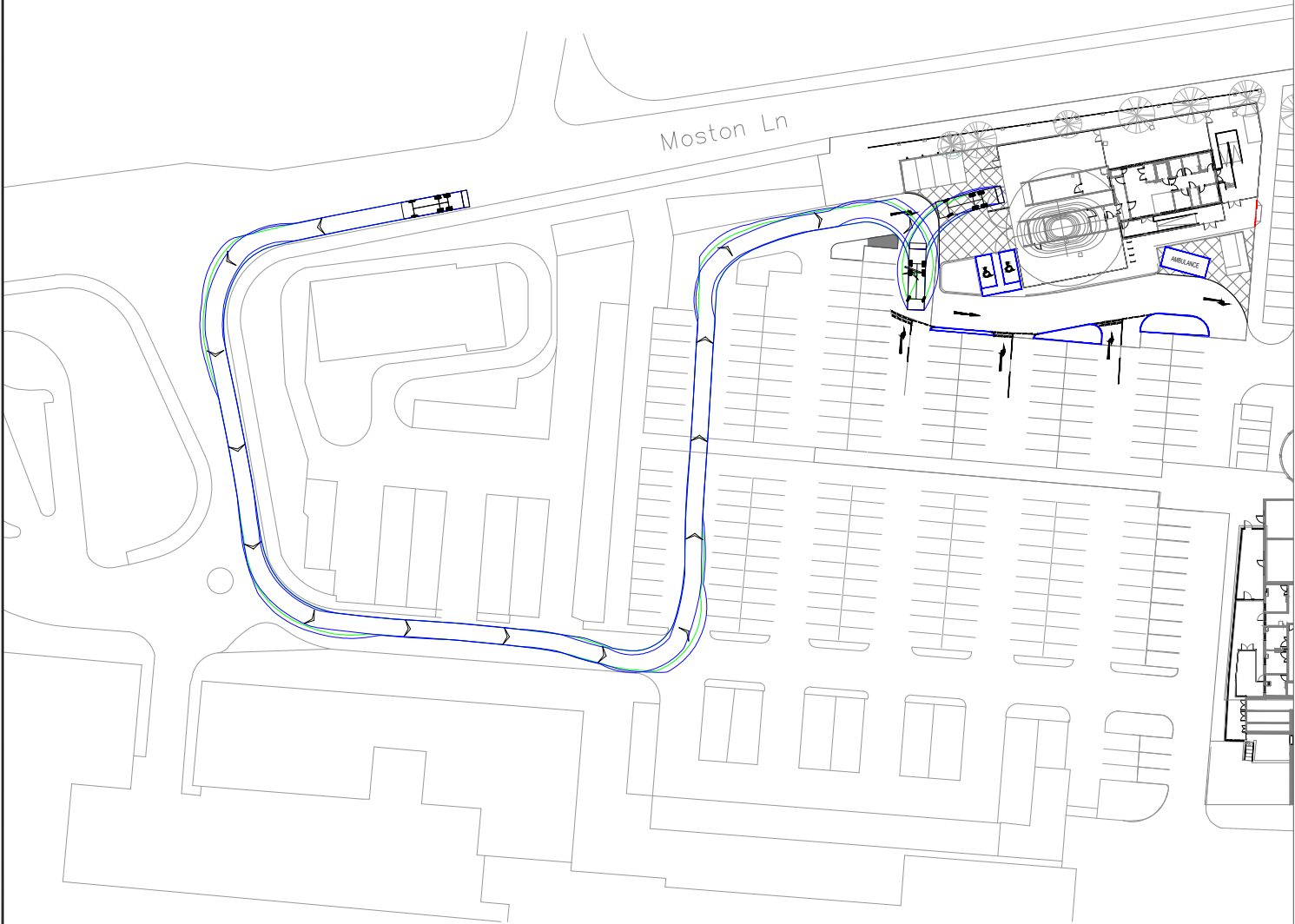
Manchester University NHS Foundation Trust

DRAWING NUMBER:
432.002796.00001 - D100

REVISION:
B

Access

Egress

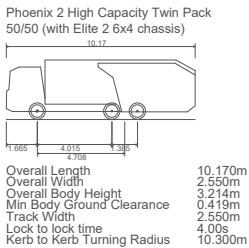


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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	PT	16.04.24
B	Site layout & tracking updated	CG	PT	23.04.24

Notes:

- 1. This is not a construction drawing and is intended for illustrative purposes only.
- 2. White lining is indicative only.



Community Diagnostics Centre, Harpurhey

Manchester University NHS Foundation Trust

Swept Path Analysis - Refuse Vehicle



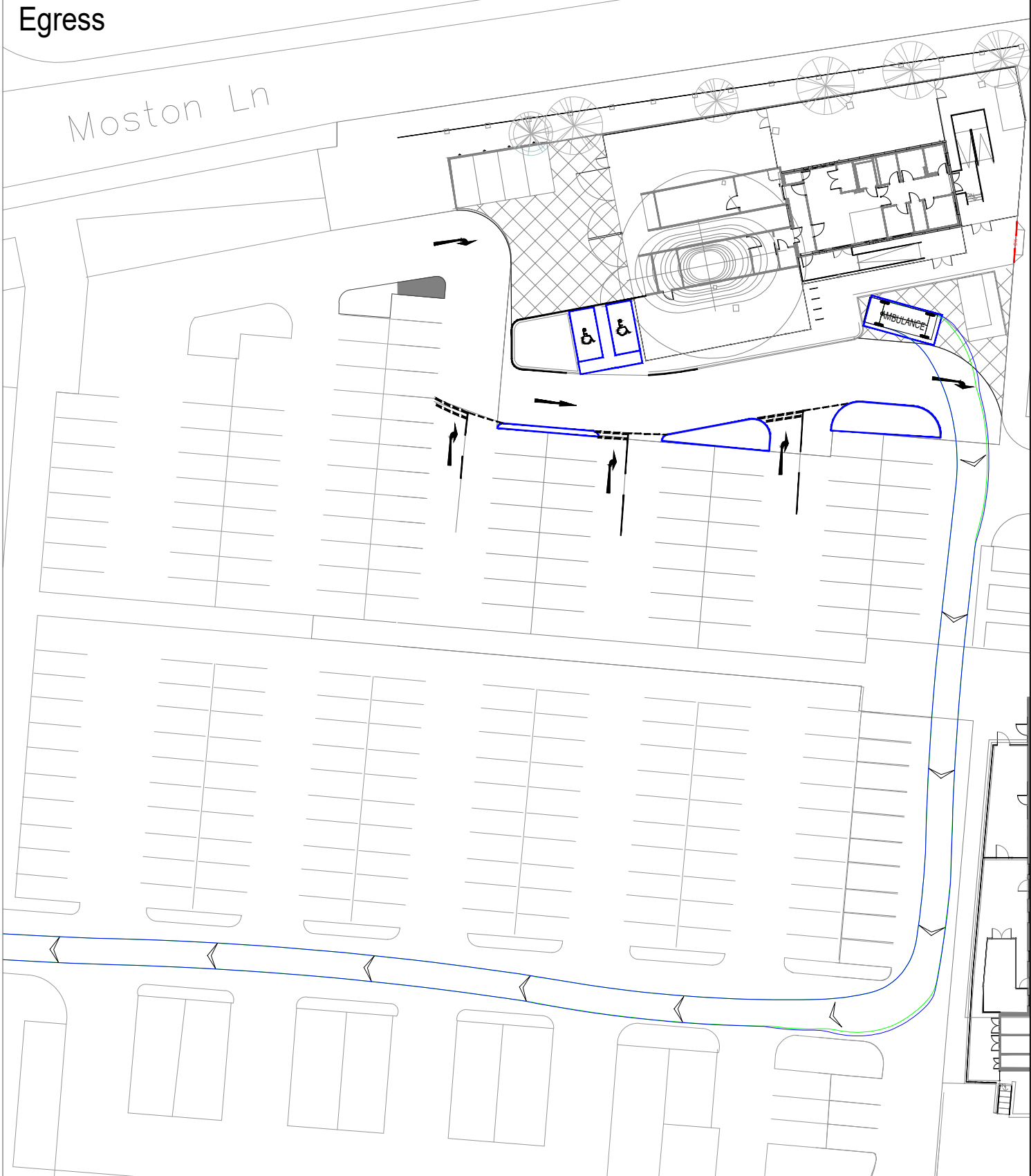
DRAWN: EG	CHECKED: PT	DATE: 29.02.24	SCALES: 1:1000 at A3	DRAWING NUMBER: 432.002796.00001 - TR100	REVISION: B
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Access



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Egress



REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	CG	PT	23.04.24

Notes:

- 1. This is not a construction drawing and is intended for illustrative purposes only.
- 2. White lining is indicative only.

NHS Ambulance
6.7m
2.45m
2.601m
0.323m
2.450m
4.00s
7.250m

Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

Community Diagnostics Centre, Harpurhey

Manchester University NHS Foundation Trust

Swept Path Analysis - Ambulance

DRAWN: EG

CHECKED: PT

DATE: 29.02.24

SCALES: 1:500 at A3

DRAWING NUMBER: 432.002796.00001 - TR101

REVISION: A

Appendix A – MCC Highways Response





Memorandum

To Ellie Knowles

From Rebecca Hesketh

Date 18 March 2024

Subject **138955/FO/2024**

Erection of single-storey building to form two relocatable mobile scanner units (Class E), together with alterations to an area of the existing North City Family and Fitness including modifications to the facade to adapt part of the existing daycare space to accommodate new healthcare services and associated external plant equipment

We have reviewed the above application in relation to highways and our comments are as follows:

138955

CONTEXT

The application seeks consent for Erection of single-storey building to form two relocatable mobile scanner units (Class E), together with alterations to an area of the existing North City Family and Fitness including modifications to the facade to adapt part of the existing daycare space to accommodate new healthcare services and associated external plant equipment at North City Family And Fitness Centre And Adjacent Parking, Upper Conran Street, Harpurhey, M9 4DA.

The proposed development is to be constructed within the north-eastern section of Harpurhey Shopping centre car park.

The site is located adjacent to adopted highways Moston Lane and Upper Conran Street. 'No Waiting' and 'No Loading' (at any time) kerbside restrictions are in place in the vicinity of the site.

HIGHWAYS RESPONSE

TRIP GENERATION AND JUNCTION CAPACITY:

Trip generation information has been provided within the submitted Transport Statement (TS) based on a first principles approach.

Staff trips have been assessed taking into consideration staff numbers, shift patterns, method of travel to work Census data. This demonstrates that a minimal number of staff would be expected to arrive/depart by car during the conventional AM/PM peak-hour periods.

In relation to patient trips, a maximum of 20no. patients would be expected to arrive and depart (resulting in 40no. 2-way trips) based on a worst-case assumption that all patients arrive by car. Given that these trips would be spread across the car-park access points (depending on the patient origin/destination), Highways are satisfied that operational assessments are not required.

SITE ACCESSIBILITY:

The TS demonstrates that the site is located in an accessible location which is supported by a good level of pedestrian and cycle infrastructure/routes. A number of bus services also operate in close proximity of the site at Rochdale Road, Moston lane and Upper Conran Street.

PARKING AND ACCESS:

The planning application does not propose any alterations to the existing vehicle and pedestrian access arrangements for the wider Harpurhey Shopping Centre, although some car-park reconfiguration will be required. Vehicular access to the proposals will be gained through the shopping centre car park via the existing access points from Moston Lane, Upper Conran Street and Rochdale Road.

Pedestrian access to the new Community Diagnostics Centre (CDC) building is proposed from the site's southern elevation with separate patient and staff access points. A new internal dropped-kerb will be provided to enable access from the existing internal footway linking from Moston Lane. Pedestrian access into the CRU diagnostic services facility will be provided via the existing main building entrance associated with the North City Facility & Fitness Centre.

The TS states that 5no. (staff) car parking spaces are proposed together with 3no. disabled bays and ambulance drop-off bay. Submitted plans however only appear to show 4no. standard parking bays rather than 5no. (As shown in Drawing DR-A-07-0101-Rev C). Clarification is required.

Core Strategy standards state that disabled spaces should be allocated at 3 bays or 6% of total whichever is greater. Proposals for 3no disabled bays is therefore considered acceptable by Highways.

The applicant should confirm that all proposed (and any reconfigured) car parking bays are demarcated in alignment with MCC standards (min. 2.4m x 4.8m) with additional 1.2m side and rear clearance for disabled bays. Plans should also be updated to show full car-park reconfiguration markings and further detail regarding remaining aisle widths to ensure safe and efficient car-park operations in the vicinity of the works.

MCC Core Strategy Standards require a maximum of 1no. space per 4no. staff plus 4no. spaces per consulting room. This would equate to an overall maximum provision of 49no. parking spaces for both the CDC and CRU proposals which aligns with the parking demand assessment provided within the TS (with a maximum demand of around 47no. spaces).

As the proposed level of standard parking provision is well below Core Strategy standards and the anticipated level of demand shown in the TS, a number of parking surveys have been undertaken across the shopping centre car parks to assess current levels of demand and to determine whether there is sufficient capacity to cater for additional staff/patient parking and the displacement of the existing 67no. parking spaces which would be removed to accommodate the proposals. Overall, the reduction in car parking provision and additional staff/patient demand would total 106no. spaces.

Parking surveys were undertaken on Friday 13th October 2023, Saturday 14th October 2023 and Tuesday 23rd January 2024. The data shows that the highest level of demand was recorded on the Saturday survey at 12pm (479no. spaces occupied). In consideration of the proposals which would reduce overall parking provision at the shopping centre to 809no. spaces, the surveys indicate that the remaining provision would comfortably accommodate staff/patient demand and the displacement associated with the proposals.

Highways are also satisfied that the level of additional parking demand associated with Planning Application Ref. 137932/FO/2023 (Unit 16 & 18, Harpurhey Shopping Centre Change), would be accommodated within the remaining level of capacity.

Across the shopping centre car parks, Highways understand that existing customers are permitted to park for up to 4-hours and it is assumed that this would also be the case for any new patients associated with the proposals. However, clarification is required in terms of how staff parking would be managed and reserved for staff use only. Overall parking management associated with the proposals should be contained within a Car Park Management Plan, to be conditioned with any approval.

Highways request that the proposed Ambulance bay is subject to swept-path assessment.

No details on Electric Vehicle (EV) charging provision have been provided. Highways request EV provision is conditioned at a minimum of 1no. (min 7kW) EV charge point is provided per 100sqm floor space.

CYCLE PARKING:

Core Strategy cycle parking standards for the proposals would require a total of 20no. spaces - 6no. for the CDC and 14no. for the CRU unit.

As part of the new CDC unit, 8 short-stay (Sheffield stand) cycle spaces will be provided for patients and 3no. long-stay (secure and covered) spaces will be provided for staff. This level of provision is considered suitable by Highways.

It is noted that the existing North City Family & Fitness Centre has 13no. covered Sheffield Stands (i.e. 26 cycle parking spaces) located adjacent to the main building entrance. The TS states that such provision is currently highly underutilised with ample spare capacity. Since the CRU testing facility is a refurbishment of this existing building, the TS suggests that the existing cycle parking provision is deemed appropriate for the CRU. Highways request however that some secure provision is provided for staff use.

Highways request that all cycle parking demand across both buildings is regularly monitored as part of the Travel Plan with additional provision provided when necessary.

REFUSE AND SERVICING:

The TS states that the proposed development is expected to have a weekly consumable delivery and a weekly waste collection of both general and clinical waste.

Deliveries and servicing associated with the new CDC unit will be undertaken from the western elevation, within the delivery and servicing area. A swept-path assessment for a 10.2m refuse has been provided (SLR Drawing 432.002796.00001 - TR100), however Highways note that body overhang is shown across an area of hardstanding next to the proposed disabled bays which is likely to conflict with proposed bollards.

The TS states that the tracked refuse vehicle provides a worst-case assessment as all other delivery/servicing vehicles will be undertaken by smaller vehicles. Highways request that this is conditioned within a Delivery and Servicing Management Plan. The applicant should also confirm that private waste collections will take place as Highways note that the tracked refuse vehicle is smaller than the standard 11.5m MCC Refuse Vehicle.

Delivery and servicing associated with the CRU facility will follow the existing arrangements associated with the North City Family & Fitness Centre. The TS states that these arrangements currently occur kerbside to the south of the building. This is considered acceptable by Highways.

TRAVEL PLAN:

Highways request that a Full travel Plan is conditioned with any approval in order to encourage sustainable modes of travel for both staff and patients.

CONSTRUCTION MANAGEMENT:

At this stage, Highways request further details of any proposed electrical/utility connections which may impact upon the surrounding adopted highway network.

A Construction Management Plan (CMP) should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail proposed traffic and pedestrian management measures and the phasing/ quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway together with associated traffic management. The document should also identify appropriate measures to manage construction works which are likely to take place alongside usual shopping centre operations. The CMP should also manage contractor parking in the locality and any impact on parking provision for ongoing hospital operations.

The applicant should be advised that any requirements for licensing, hoarding / scaffolding, 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.

It is recommended that the above is conditioned and attached to any planning permission that may be granted.

SUGGESTED CONDITIONS

Cycle parking

EV parking

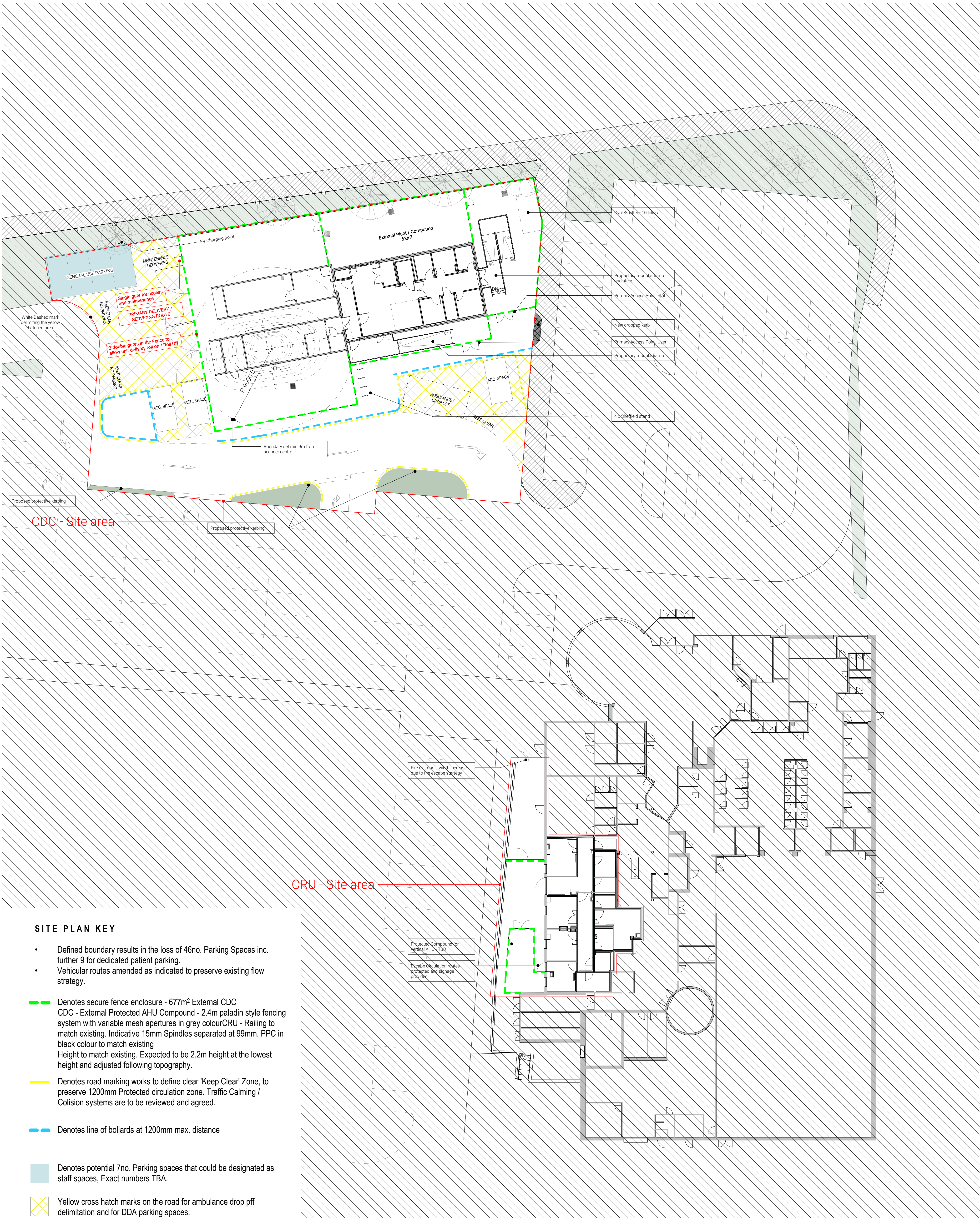
Car-park management plan

Delivery and servicing management plan
Travel Plan
CMP

Highways Reference: 15508/FO/2024

Appendix B – Proposed Site Plan





07-Proposed Site Plan

GENERAL NOTES:

DAY Architectural Ltd accepts no responsibility for any costs, losses or claims whatsoever arising from these drawings, specifications and related documents unless there is full compliance with the Client or any unauthorised user of the following:

- All boundaries, dimensions and levels are to be checked on site before construction and any discrepancies reported to the Architect / Designer.
- Partial Service: Any discrepancies with site or other information is to be advised to the Architect / Designer and direction and / or approval is to be sought before the implementation of the detail.
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- Do not scale this drawing.
- For the purpose of coordination, all relevant parties must check this information prior to implementation and report any discrepancies to the Architect / Designer.

REV	DESCRIPTION	DATE	REV BY
D	Updated in line with TC	22.04.24	AM
C	Planning Submission	22.12.23	AM
B	Revised planning drawings	10.10.23	AM
A	Issued for Planning	11.09.23	AM

CLIENT
Manchester University NHS Foundation Trust

PROJECT
Harpurhey CDC

DRAWING
Proposed Site Plan

SCALE						FIRST ISSUED	
As indicated @ A1						09/05/23	
PROJECT		CLIENT REF		DRAWN BY		CHECKED BY	
23051		-		Author		Checker	
ORIGIN	VOLUME	LEVEL	TYPE	ROLE	NUMBER	REVISION	
DAY	HARXXX	XX	DR	A	07-0101	D	
SUITABILITY							
Planning							

DAY

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