19 April 2024
Delivered via Planning Portal

Steven McCoombe
Manchester City Council
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Dear Steven

FULL PLANNING PERMISSION FOR THE PROVISION OF A VEHICULAR AND PEDESTRIAN ACCESS ROAD BETWEEN CENTRAL DRIVE AND ELLIS ROAD AND ASSOCIATED WORKS AT NORTH MANCHESTER GENERAL HOSPITAL, DELAUNAYS ROAD, MANCHESTER, M8 5RB

On behalf of Manchester University NHS Foundation Trust ('MFT') ('the Applicant'), we are pleased to enclose a full planning application for the provision of a vehicular and pedestrian access road between Central Drive and Ellis Road, and associated works, within the North Manchester General Hospital (NMGH) estate.

The application has been submitted via the Planning Portal (ref. PP-12974597) and is supported by electronic copies of the following documents:

- Completed application forms and ownership certificates, prepared by Turley
- This covering letter, prepared by Turley
- Location Plan (dwg ref. 23141-SRA-ZZ-00-DR-A-02200 P01), prepared by Sheppard Robson
- Existing Site Plan (dwg ref. 23141-SRA-ZZ-00-DR-A-02201 P01), prepared by Sheppard Robson
- Proposed Site Plan (dwg ref. 23141-SRA-ZZ-00-DR-A-02202 P01), prepared by Sheppard Robson
- Transport Note (doc ref. 084501-CUR-XX-XX-T-TP-00003-P02), prepared by Curtins
- Stage 2 General Arrangement (dwg ref. 077416 CUR XX XX DR C 95510 P02), prepared by Curtins
- Stage 2 Construction Areas (dwg ref. 077416 CUR XX XX DR C 95511 P03), prepared by Curtins
- Stage 2 Vehicle Tracking Ellis Drive & Central Drive (dwg ref. 077416 CUR XX XX DR C 95520 P01), prepared by Curtins
- Stage 2 Vehicle Tracking (dwg ref. 077416 CUR XX XX DR C 95521 P01), prepared by Curtins
- Stage 2 Visibility Splay (dwg ref. 077416 CUR XX XX DR C 95522 P01), prepared by Curtins
- Proposed Street Lighting Installation (dwg ref. 22234-SIS-XX-XX-DR-E-6001_WIP P01), prepared by S.I.SEALY

The requisite application fee of £293 has been paid online via Planning Portal.

Relevant Background

The application site is located at North Manchester General Hospital (NMGH) which is c. 4km to the north of Manchester City Centre and 0.8km to the north of Crumpsall District Centre. NMGH is a significant healthcare and

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employment asset. It comprises around 27ha and is the home to a district hospital, an intermediate care facility (Crumpsall Vale) and a mental health hospital.

In March 2021, Manchester City Council (MCC) approved the Strategic Regeneration Framework (SRF) to guide the comprehensive redevelopment of NMGH. The SRF sets out the vision for the new campus to comprise of 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 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.

Following the adoption of the SRF, a number of planning applications have been submitted to and approved by MCC in relation to the wider redevelopment proposals at NMGH. Those of greatest relevance are detailed in **Table 1** below.

Table 1: Relevant Planning Applications in relation to NMGH Redevelopment

Reference	Description	Status
128563/FO/2020	Erection of part single, part two storey building to form 150-bed adult mental health inpatient unit (AMHU) with associated access, parking, soft and hard landscaping, following demolition of existing buildings.	Planning permission granted in January 2021. Under construction.
128905/FO/2020	Erection of a multi-storey car park and cycle hub (1,025 car parking spaces) in association with North Manchester General Hospital and associated enabling works comprising the demolition of five existing buildings; the provision of two areas of temporary car parking; service diversion works; landscaping and other associated works.	Planning permission granted in March 2021. Construction completed.

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, subsequent detailed design of the access road requires land outside of the redline boundary of the AMHU planning permission. As such, to secure the delivery of the access road, separate planning permission for the access road and associated works is required - of which this planning application comprises.

Proposed Development

The description of development is as follows:

> *"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."*

The site comprises 0.4ha and is located at the north-west of the Adult Mental Health Unit (AMHU) which is within the NMGH campus in Greater Manchester and currently under construction. The aforementioned SRF and the planning permission for the AMHU both 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 proposed development comprises the following key features:

- The minimum road width is 6m along the northern section of the road. The width increases to c. 7.65m along the southern section.
- Bell-mouths are provided at both ends of the road with give way arrangements for the respective junctions. This is an alternative arrangement previous envisaged through the AMHU planning application (ref. 128563/FO/2020) in which a mini-roundabout at the Central Drive end of the road was proposed. However, as per the Transport Note provided by Curtins, the revised arrangement is wholly acceptable and proportionate for the level of vehicular activity that is experienced through the estate.
- There is a slight bend in the centre of the road which acts as a speed control measure, and where the dedicated egress from the car parking area in the northwest of the site onto the access road is provided.
- Two pedestrian crossings are proposed one is located 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. Each pedestrian crossing will be demarcated with white lines on the tarmac and tactile paving provided at either side of the pavement. The existing pedestrian crossing at the Ellis Drive end of the road will be retained.
- Footpaths are proposed to connect the parking spaces to the west with the AMHU via the pedestrian crossings. These will be tarmacked and clearly demarcated to ensure ease of wayfinding.
- Six no. accessible car parking bays within the car parking area in the northwest of the site – as required by planning permission 128563/FO/2020.
- Landscaping comprising primarily grassed areas, are proposed in between the proposed road, the footpaths and car parking area to enhance the environment in this location for users and assist with wayfinding.
- Vehicle length restriction signs are posted at both ends of the junctions.
- Gullys are proposed along the length of the road, with existing gullys to be retained where necessary, to ensure appropriate drainage (see Stage 2 Construction Areas dwg ref. 077416 CUR XX XX DR C 95511 Rev P03 for more detail).

To facilitate the proposed development, nine existing car parking spaces are required to be removed. 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. As such, the loss of these nine car parking spaces is considered acceptable in this regard and can be fully accommodated within the multi-storey car park.

Full construction details, including surface and kerbing details and drainage details, is provided in the Stage 2 Construction Areas drawing (ref. 077416 CUR XX XX DR C 95511 P03).

Planning Policy Context and Appraisal

In accordance with the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990, this application must be determined against of the adopted Development Plan, unless material considerations indicate otherwise.

In this case the adopted Development Plan comprises the Places for Everyone Plan for Greater Manchester (March 2024), Manchester Core Strategy ("MCS") (2012), 'saved' Unitary Development Plan ("UDP") policies (1995 and alternations on various dates) and National Planning Policy Framework ("the Framework" or "NPPF") (December 2023).

The following documents are also relevant to the appraisal of the proposed development:

- Guide to Development in Manchester Supplementary Planning Document (2017)
- National Planning Policy Framework (2023)
- Greater Manchester Transport Strategy (2021)
- Strategic Regeneration Framework, North Manchester General Hospital Site Redevelopment Programme (March 2021)

A summary of the relevant environmental and technical policies according to key themes and an appraisal of the proposed development against each is provided below in **Table 2**.

Table 2: Key Planning Policy Themes and Appraisal Against the Proposed Development

Theme	Summary	Appraisal
Principle of Development	**CS Policy DM1** outlines key development management matters, to which all developments should demonstrate consideration as part of any planning application. The relevant matters include layout, effects on amenity and traffic generation (including **paragraphs 114 and 135 of the Framework**). Consideration must also be given to matters such as safety and crime prevention (including **paragraph 96 of the Framework**). **NMGH Site Redevelopment Programme SRF** identifies the site as a vehicle and pedestrian route to increase NMGH's permeability.	The creation of the access road is identified within the SRF and the planning permission for the AMHU as a key piece of infrastructure associated with the redevelopment of NMGH to connect the south of the site with the wider campus to the north and west. The access road has been designed to ensure safe and convenient vehicular and pedestrian access within this part of the NMGH estate and for patients / visitors to AMHU. It is a necessary and important piece of infrastructure which has been designed to the highest standards; such that the principle of the proposed development is considered acceptable and in accordance with **CS Policy DM1, paragraphs 96, 114 and 135 of the Framework** and **NMGH Site Redevelopment Programme SRF**.
Design and Landscaping	**PfE Policy JP-P1** expects development to conserve and enhance the natural environment, landscape features and local culture; and socially inclusive. **CS Policy EN1** expects development to maximise the opportunities for good design and enhance the overall image of the City. It also specifies that proposals in Northern Character Area should respond to the underlying topography and varied townscape created by the balance between built form and the tree-	The proposed materiality for the access road and footpaths have been chosen to integrate with the surrounding context and to ensure, particularly the footpaths, that they are accessible and safe for all users. Landscaping comprising primarily grassed areas, are proposed in between the proposed road, the footpaths and car parking area to enhance the environment in this location for users and assist with wayfinding.

Theme	Summary	Appraisal
	covered landscape. **Guide to Development in Manchester SPD** outlines the seven key principles, including design should respect and be informed by location; delivering good design with functionality; junctions to be designed as places; junction design should reduce vehicle prominence; safe routes for pedestrians.	Full details of materiality and landscaping is provided in Stage 2 Construction Areas drawing (ref. 077416 CUR XX XX DR C 95511 P03). Therefore, the proposed development is in accordance with **PfE Policy JP-P1, CS Policy EN1** and **Guide to Development in Manchester SPD.**
Transport and Accessibility	**PfE Policy JP-C5, CS Policy CC5** and **Policy T1** state that developers should improve pedestrian safety, increase the scope for accessible public realm improvements; and provide adequate parking provision for cars and bicycles. **Paragraph 108 of the Framework** requires that transport issues are considered from the earliest stage of development proposals, so that the potential impacts of development on transport networks can be addressed and the environmental impacts of traffic and transport infrastructure can be identified, assessed and considered. **Greater Manchester Transport Strategy 2040** aims to enable people to move seamlessly between services on a single, high quality, easy-to-use network.	The installation of streetlights (see Proposed Street Lighting Installation (dwg ref. 22234-SIS-XX-XX-DR-E-6001_WIP P01)), dedicated footpaths and pedestrian crossings that link the car parking area and AMHU, along with the enclosed vehicle tracking drawings (dwg ref. 077416 CUR XX XX DR C 95520 P01 and 077416 CUR XX XX DR C 95521 P01) which confirms fire tender and refuse vehicles can manoeuvre comfortably; demonstrate that careful consideration of pedestrian and other road users' safety has been given when designing the access road and associated infrastructure. Whilst the proposed development will lead to the loss of nine existing parking spaces which are for staff only, these can be sufficiently accommodated within the existing multi-storey car park. In addition, six no. accessible bays are proposed within the car park and are within 50m of the AMHU entrance, as required. Further commentary is provided within the accompanying Transport Note prepared by Curtins (doc ref. 084501-CUR-XX-XX-T-TP-00003-P02). The proposed development accords with **PfE Policy JP-C5, CS Policy CC5, Policy T1,paragraph 108 of the Framework and Greater Manchester Transport Strategy 2040's vision.**
Flood Risk and Drainage	**PfE Policy JP-S4, CS Policy EN4, EN14, DM1** and **paragraphs 165, 173 and 175 of the Framework** state that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment. Ultimately, all new development should	The site is located in Flood Zone 1[1] with less than a 1 in 1,000 annual probability of river or sea flooding. The proposed development shall not result in an increase of flood risk in the site area. Stage 2 Construction Areas drawing (ref. 077416 CUR XX XX DR C 95511 P03) details the proposed surface water drainage comprising of proposed and existing gullys along the length of the proposed access road.

[1] In accordance with the Government's Flood Risk Map for Planning https://flood-map-for-planning.service.gov.uk/confirm-location?easting=384559&northing=402429&placeOrPostcode=crumpsall

Theme	Summary	Appraisal
	minimise surface water run-off through Sustainable Drainage Systems and the appropriate use of Green Infrastructure.	As such, the proposed development is in compliance with **PfE Policy JP-S4, CS Policy EN4, EN14, DM1** and **paragraphs 165, 173 and 175 of the Framework.**

Summary and Conclusions

The proposed development is an important piece of infrastructure associated with the wider redevelopment of NMGH to facilitate the connections between the south of the site and wider NMGH campus to the north and west. It has been designed to ensure safe vehicular and pedestrian connections, that are accessible to all, set within a pleasing environment through the use of appropriate landscaping.

As demonstrated above, the proposed development complies with all relevant national, regional and local planning policies and will not result in an adverse impact on the environment or, importantly, the functioning of the existing hospital. As such, planning permission should be granted without delay.

I trust that you have all the information to enable you to register the application and approve the proposed development. Should you have any queries, please do not hesitate to contact me, or my colleague Olivia Carr (olivia.carr@turley.co.uk).

Yours sincerely



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