

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135552/FO/2022

Date registered valid: 2 February 2023

Proposal: Creation of parking area including widening of the existing service road and improved provisions of pathways

Address: North Manchester General Hospital, Delaunays Road, Manchester, M8 5RB

Ward(s): Crumpsall Ward

Applicant: Mr Matthew Redding

Agent (if any): Mr Maciej Augustynowicz, Day Architectural

Case officer: Steven McCoombe
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Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 14 April 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 6 April 2023

Standard consultations:

Printed: 9 February 2023 Expired: 2 March 2023

Neighbour notifications

Printed: 9 February 2023 Expired: 2 March 2023

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building and surroundings

The application site relates to part of North Manchester General Hospital, Delaunays Road, situated within the Crumpsall area of Manchester.

The application site is bound to the north by the existing hospital, to the east by woodland, to the south by the Jewish Cemetery and existing residential housing off Crescent Drive and Magna Drive and to the west. The wider 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.



The proposed car park and access subject to this application is located in Crumpsall Vale to the far north-east corner of the site, adjacent to the Intermediate Care Unit (ICU) – a two storey building which due to site topography spans over different site levels. The area subject to the application is currently disused and connected to an existing service road which is to be upgraded.

The site is bounded by scrub land and a tree lined perimeter which separates the site from Delaunays Road and a surface car park.

Vehicular and pedestrian access can be gained south of the site via Crescent Drive or to the north of the site via Central Drive.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of development

Planning permission is sought for the creation of parking area including widening of the existing service road and improved pathway provision.

The proposed car park would be a permanent solution to provide 70 spaces. These would comprise 22 spaces with 2 spaces reserved for on call GPs for use by the lower ground floor GP practice, with the remaining spaces to be used by hospital staff.

The proposal has been conceived to address the current needs of the hospital by increasing parking capacity and to meet demand that is not currently being met at this part of the site.

The additional spaces are intended to create safer access for patients and staff as they would not have to traverse difficult land level changes close to the site.

The car park will be accessed primarily from Delaunays Road and the numerous internal roads with the connect the different hospital buildings.

In response to the concerns raised by Highways regarding the proposed drop off bay near the entrance potentially impeding pedestrian/vehicular intervisibility, a revised drawing has been submitted with the drop off bay omitted from the design. Clarification has also been provided regarding parking bay and access road width dimensions.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Highway Services – It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips and therefore no network capacity concerns are raised.

The Crumpsall Vale Intermediate Care Unit accommodates a GP practice on the lower floor for which 22 of the 70 car parking spaces are provisioned. Whilst it is accept that the quantum of additional parking being provided would not adversely impact on the existing road network, clarification is sought as to the proposed use of the remaining 48 spaces.

Clarification is sought on the proposed access road width, the dimensions of parking spaces. The position of the drop off bay is queried as it may impede pedestrian/vehicle intervisibility at the new designated car park pedestrian crossing point.

If the application is approved, it is requested that a Construction Management Plan be submitted and agreed.

Flood Risk Management – Conditions are requested in relation to surface water drainage and the management/maintenance of a surface water drainage scheme.

Relevant Planning History

135217/FO/2022

Installation of an external generator within a secured compound. *Approved 19 January 2023.*

117387/FO/2017

Erection of 3 storey extension to the side elevation of the recently built Intermediate Care Unit to provide an additional 16 bedrooms (creating 40 beds in total) with a plant room on the bottom floor. *Approved 20 April 2018.*

108559/FO/2015/N1

Erection of part single, part two, part three storey building to form 24 bed intermediate care unit with associated landscaping and car parking following removal existing car parking area. *Approved 13 December 2016.*

Policy

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

- Saved policy DC26 of the Unitary Development Plan;
- Policies DM1, SP1, T2, EN8, EN14 and EC1 of the Manchester Core Strategy;
- National Planning Policy Framework.

Issues

Principle

Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable.

The proposed development is necessary to allow for the continued and improved operation of the hospital and will lead help sustain important ancillary functions.

Due to its position in the site the proposed development would not have a materially harmful visual impact or significantly harmful impact to amenity and would assimilate in the fabric of the wider hospital complex.

The development will lead to improvements to an existing employment site and health care setting of regional importance and would therefore accord with the aforementioned policy and guidance.

Specific planning issues are outlined further below.

Impact on Parking and the Highway

Highway Services have no objection to the provision the proposed car park an access road.

Vehicle access to the extended car park area is provided from an access road which is considered acceptable. It is not considered the number of spaces would give rise to any network capacity concerns.

During the course of the application queries were raised regarding the dimension of the spaces and road width, as well as the originally proposed drop off bay potentially impeding pedestrian/vehicular intervisibility. Revised details have been submitted to address these concerns. On this basis, the impact to the operation of the highway is considered satisfactory.

Visual Amenity

Given the position of the proposed car park at the periphery of the hospital and as it lies at a lower level than the main hospital buildings and in an area not accessible to the public, views of the generator are limited. The proposed site is also bounded by scrubland and existing tree planting adjacent to Delaunays Road which further mitigates any visual impact.

As such, given the site context with a hospital complex and the screening afforded, it is not considered that the proposed development would give rise to any significant or undue visual

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 as a result of any lighting glare, noise and disturbance. The impact is therefore considered satisfactory.

Drainage and Flood Risk

The application site is located in flood zone 1 '*low probability of flooding*'.

Whilst the applicant has submitted indicative surface water drainage details, the Flood Risk Management team have advised that further information is required to prevent surface flooding and in order to mitigate the installation of the hard surfacing. An appropriate has been included.

EV

No details have been provided in relation to electric vehicle charging. As the proposed car park is proposed to be a permanent arrangement, an appropriate condition has been included to ensure an electric vehicle charging strategy is incorporated as part of the development.

Ground Conditions

The application has been accompanied by a Technical Note produced by Curtins which states that in March 2021 intrusive investigations were undertaken within the estate.

This investigation assessed ground conditions and to aid contamination assessment in the area of the proposed temporary Car Parks, to be used during the wider redevelopment of NMGH.

The sampling undertaken indicates that the risk to site end users and construction workers from shallow site soils is considered to be Low

Due to the site's proposed end use as a surface car park, with no structures or buildings proposed, the risk to site end users from ground gases was also considered to be Low. If the proposed development were to change and include buildings, a detailed ground gas risk assessment would be required. It is therefore considered that a Remediation Statement will not be required for this site.

Bio-diversity

The site does not hold any ecological or biodiversity value given that there is very little or vegetation present at this part the site. The impact to bio-diversity is therefore considered negligible.

Boundary Treatment

The submitted drawings indicate that the car park area is to be enclosed by a low level, timber knee rail.

The proposed arrangement reflects that of other nearby hospital car parks and given the surrounding context of the hospital estate, such boundary treatment is considered to represent an acceptable form of enclosure.

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 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: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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:

Drawing referenced 02-0101/A received by the City Council as Local Planning Authority on 21 November 2022, drawing referenced 4031-SHA-XX-00-DR-E-100-XX received by the City Council as Local Planning Authority on 2 February 2023 and drawings referenced 2020-CUR-INZ-ZZ-DR-C-05001/P01 and DAY-XX-00-DR-A-20-0102/E received by the City Council as Local Planning Authority on 27 February 2023.

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) No above ground development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

- A finalised drainage layout showing all components, outfalls, levels and connectivity;

- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;

- Details 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 with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;

- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;

- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

-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 with allowance for 45% climate change;

-Assessment of overland flow routes for extreme events. Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

-Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;

-Where a public sewer diversion is required, an agreement in principle from United Utilities is required. An email of acceptance will suffice;

-For sites where proposed development would cause pollution risk to surface water, evidence of pollution control measures (preferably through SuDS) is required;

-Hydraulic calculations of the proposed drainage system;

-Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy and National Planning Policy Framework (NPPF).

4) The car parking area hereby approved shall not become operational until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the City Council as Local Planning Authority. The agreed scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- A Verification Report providing photographic evidence of construction as per design drawings;

-As built construction drawings if different from design construction drawings;

-Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Manchester Core Strategy and National Planning Policy Framework (NPPF).

5) Prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Measures to control noise and vibrations;

- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

6) The development hereby approved shall be implemented in accordance with external lighting scheme shown on drawing referenced 4031-SHA-XX-00-DR-E-100-XX received by the City Council as Local Planning Authority on 2 February 2023. The approved scheme shall be implemented in full before the development is first operational and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the car park, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.7)

7) If any external lighting associated with the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as Local Planning Authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

8) Prior to the car park hereby approved first becoming operational, full details of a scheme for electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the apartments and retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

9) The development hereby approved shall be implemented in accordance with the boundary treatment shown on drawing referenced DAY-XX-00-DR-A-20-0102/E, received by the City Council as Local Planning Authority on 27 February 2023. The agreed boundary treatment shall be implemented prior to the car park first becoming operational and shall be retained thereafter.

Reason - In the interests of visual amenity and highway safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
MCC Flood Risk Management

149 Delaunays Road, Manchester, M8 4RE
145 Delaunays Road, Manchester, M8 4RE
155 Delaunays Road, Manchester, M8 4RE
143 Delaunays Road, Manchester, M8 4RE
153 Delaunays Road, Manchester, M8 4RE
151 Delaunays Road, Manchester, M8 4RE
147 Delaunays Road, Manchester, M8 4RE

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: NORTH AREA