



Wythenshawe Hospital Campus Strategic Regeneration Framework

March 2021

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Executive Summary

1. Wythenshawe Hospital and adjacent land is long established within planning and regeneration policy as an opportunity for transformational change. This is recognised within the Core Strategy allocation (**Policy EC12 University Hospital South Manchester Strategic Employment Location**), which identifies that it will provide opportunities for Hospital expansion together with complementary economic development that can take advantage of the close links to the Hospital. It is further acknowledged through the draft 2020 Greater Manchester Spatial Framework, in a proposed allocation for development of the southern part of the site as a strategic employment location (draft **GM3.1 Medipark**). It is anticipated that the alternative joint Development Plan Document that will be produced by the nine Greater Manchester local authorities (excluding Stockport) following confirmation that the draft GMSF is no longer being progressed will retain the aspiration of the draft policy allocation, given the evidence base that supports the proposals.
2. Manchester University NHS Foundation Trust and Bruntwood have developed a masterplan to support the development of Wythenshawe Hospital Campus as a sustainable health village over a 10 to 15 years period, enhancing the Hospital whilst diversifying uses to include complementary commercial, leisure and retail set within a high quality, greener public realm.
3. The vision is to deliver exceptional health care and clinical facilities alongside inclusive growth, including local jobs that contribute towards a rise in productivity and pay in the foundation economy, within an environment that is welcoming for all. Net zero carbon ambitions are at the heart of the vision.
4. The strategy builds upon the opportunities presented by the devolution of health and social care, as well as existing Hospital

strengths, including its research specialisms and unique position within the Greater Manchester life science cluster. It responds to the development potential of the wider sphere of influence and committed growth of the sustainable transport network.

5. There will be no disruption to services of the Hospital, which will remain in operation – the phasing strategy allows for initial development on a vacant plot and for buildings to be decanted as new space is created to accommodate facilities.
6. The framework sets out principles to inform development at Wythenshawe Hospital Campus in a way that will create a range of benefits for local residents and the City Region, including:

Economic

- Construction and operational phase employment
- Jobs within key growth sectors and the foundational economy
- Commitment to provide access to local residents through local labour measures
- Opportunity to identify and procure local suppliers with supply chain
- Strengthening of Manchester’s position as a leader in clinical research and innovation
- Attraction and retention of talent and associated spend in the economy

Social

- A health village that is integrated into the local community
- Improvement of health and well-being of local and Manchester population
- Development of new and improved treatments and modes of care
- Opportunities to address challenges associated with the ageing population
- Facilities to support treatment in environments where care needs may be better met

- Potential for affordable key worker housing
- Access to new leisure and recreation uses
- Improved engagement with the local community, through education and training

Environment

- Target Net Zero Carbon for construction and operation of the Campus
- New and enhanced open space
- Connection to existing and future green infrastructure
- Opportunities for improved biodiversity
- Implementation of travel planning measures and strategies for reduced use of the car
- Improvements to air quality and reduced carbon emissions

7. These principles include:

Economic

- Maximising Local Opportunities
- Land Use
- Scale and Density

Social

- Public Open Space
- Sense of Place
- Local Connections
- Wayfinding and Legibility
- Inclusive Access
- Safety and Security

Environmental

- Net Zero Carbon and Sustainability
- Design Excellence
- Ecology and Biodiversity
- Air Quality
- Water Resources and Drainage
- Transport and Travel Planning
- Managing Local and Operational Impacts



Figure A: Wythenshawe Hospital Campus SRF - Indicative Sketch 1 (Source: BDP)

1 Introduction

Project Background and Purpose of the Framework

- 1.1 Manchester University NHS Foundation Trust (MFT) and Bruntwood, in consultation with Manchester City Council and other key stakeholders has developed a masterplan and strategy for the transformation of the Wythenshawe Hospital Campus in accordance with **Manchester Core Strategy Policy EC12 University Hospital South Manchester Strategic Employment Location**).
- 1.2 The strategy builds upon the opportunities presented by the existing strengths of the Hospital (as one of the largest life science clusters) and the devolution of health and social care, to significantly improve health outcomes for residents whilst reducing the barriers that poor health creates.
- 1.3 It addresses the opportunities to deliver a range of economic, social and environmental benefits for local residents and the City Region, whilst also placing net zero carbon ambitions for the Campus at the heart of the strategy.
- 1.4 Importantly, the masterplanning work and strategy has been designed to ensure that Hospital services will not be disrupted or reduced as it is delivered and it has considered future changes in accessibility and transport, which may happen over the short, medium to long term. This includes major investment in public transport and other strategic transport infrastructure that will enhance the accessibility of the Site, as well as opportunities for improved walking, cycling and other sustainable transport planning.
- 1.5 In short, the following key objectives are at the forefront of the ambitions set out in the Wythenshawe Hospital Campus Strategic Regeneration Framework (SRF):
 - To create an enhanced clinical environment that is in line with modern standards and deliver a hospital that is accessible and welcoming for patients and visitors.
 - To achieve net zero carbon development across the masterplan in line with the commitments of MFT, Bruntwood and Manchester City Council.
 - To deliver inclusive growth, ensuring that the local community derives maximum benefit from the investment into the Campus including through job creation, local employment and training opportunities.
 - To support a masterplan that provides a range of employment, including jobs that could contribute towards a rise in productivity and pay in the foundational sectors of the economy, such as retail and social care.
 - To create world class research facilities to support the work of clinicians and academics in keeping MFT at the forefront of innovative developments in healthcare.
 - To ensure that MFT continues to attract the best people to work at the Wythenshawe Hospital Campus and to create a safe, efficient and stimulating work environment.
 - To maximise the opportunities to develop MFT land for commercial uses which support the work of MFT.

Framework Boundary and Policy Context

- 1.6 The objectives and land use aspirations set out within this document have been considered in the context of long established planning policy and regeneration priorities for the Wythenshawe Hospital Campus Site and the adjoining Roundthorn Industrial Estate, together with emerging priorities identified as part of the work on the draft Greater Manchester Spatial Framework (GMSF), which will now be taken forward as a joint Development Plan Document (DPD) by nine of the Greater Manchester local authorities.
- 1.7 The Framework Area boundary (Figure 1.1) is broadly bound by Tilson Road to the north, Clay Lane to the east, the Jurassic Car Park to the south and Floats Road to the west.
- 1.8 The majority of the proposed Framework Area boundary falls within **Manchester's Core Strategy Policy EC12** allocation. This policy confirms support for the expansion of the site in relation to health care, bio-science and pharmaceuticals.
- 1.9 In addition, **Policy EC12** acknowledges that the Site will provide opportunities for complementary economic development including uses directly ancillary to the expanded role of the hospital and research and development / manufacturing uses which can take advantage of close links to the Hospital. It notes that the vision is to create an internationally significant 'mediparc' which generates wealth, employment and increased productivity through activities directly linked to research-led healthcare innovation.
- 1.10 As reflected in the objectives of this SRF, **Policy EC12** also references the need for improvements in accessibility and emphasises the importance of providing employment opportunities to support surrounding areas, notably Wythenshawe, by providing high skilled and less skilled employment.

- 1.11 At the south western corner of the proposed Framework Area boundary, a small area of the Site falls within the current Green Belt boundary. Inclusion of this area of land reflects draft proposals to amend the Green Belt boundary, including the introduction of a major strategic employment location to the south, on land owned by Manchester City Council. This area of land is reflected in **draft 2020 GMSF Policy GM Allocation 3.1 Medipark**, which identifies that area of land as having potential to deliver around 86,000 sq. m. of office focused floorspace and is expected to be taken forward in the joint DPD to be known as "Places for Everyone", which will be prepared by the nine Greater Manchester local authorities now that the draft GMSF is no longer progressing.
- 1.12 Until such time, and only if, the alternative joint DPD has been progressed and adopted in this regard, it is not envisaged that detailed proposals will come forward for this area of land. If they did, then, it is fully acknowledged that those proposals would need to be considered in line with the adopted Development Plan and National Policy, including those policies that relate to the protection of Green Belt land.

Wider Sphere of Influence

- 1.13 A wider sphere of influence (Figure 3.12) has also been considered in terms of permeability, wayfinding and interaction of uses.
- 1.14 The wider sphere of influence includes the following:
- **Wythenshawe** – lying to the east of the Framework Area is a large residential neighbourhood, predominantly derived from the creation of council housing in the early twentieth century. Uses within the area include existing residential communities and social infrastructure, such as schools and associated playing fields, religious institutions, GP and dentist practices, retail and leisure facilities, and parks

(including Rodger's Park, Baguley Park and Newall Green Nature Area). There is an opportunity for connectivity between the Framework Area and the existing residential communities to be improved.

- **Roundthorn Industrial Estate** – to the north, the estate comprises of 200 acres of industrial land. The majority owners of the estate, Bluemantle, have undertaken a comprehensive refurbishment programme in recent years to improve and provide new office and industrial properties. The estate benefited from inclusion within the Manchester Airport Enterprise Zone, which was established in January 2012. This has seen improvement in terms of rental income and occupier profile, which includes business within the Information Technology (IT) and built environment sectors, as well as offices for distribution companies. There is an opportunity to improve physical and functional connections between the Framework Area and the Roundthorn Industrial Estate and also the physical appearance of frontages to Southmoor Road, a key movement corridor and approach to Wythenshawe Hospital Campus. The Estate is identified as an Economic Improvement Zone and an area suitable for economic development in line with **Core Strategy Policy EC10 Wythenshawe**.
- **Manchester City Council owned land** – to the south of the Jurassic Car Park is an area of Green Belt land identified within the draft **2020 GMSF (Allocation 3.1)** for office-led development complementing the wider proposals for the Wythenshawe Hospital Campus, Roundthorn Industrial Estate and Timperley Wedge. This follows representations made to the draft GMSF by Manchester City Council in terms of promoting this site as a strategic location for employment use, building on major investment at the Airport, planned major investment in transport infrastructure and proximity to the Wythenshawe Hospital

Campus. Any development would need to consider the sequential approach to flood risk management, which is likely to result in more sensitive development furthest from Fairywell Brook. In addition, there are existing school playing fields and listed buildings at Newall Green. Any new development would need to consider the relationship with these assets in accordance with the requirements of local and national planning policy. As noted above, at 1.11, it is anticipated that this draft allocation would be carried forward to the draft joint DPD to be prepared by the nine Greater Manchester local authorities.

- **Timperley Wedge** – to the south is an area of Green Belt land that forms a proposed strategic allocation within the emerging **draft 2020 GMSF (Allocation 3.2)**. It is anticipated that this draft allocation would be carried forward to the draft joint DPD to be prepared by the nine Greater Manchester local authorities. Part of the Timperley Wedge draft allocation has also been allocated in the Trafford Local Plan (2012) (the Davenport Green element of Timperley Wedge forms part of **Davenport Green, Policy R4: Green Belt, Countryside and Other Protected Open land**). Falling within the administrative boundary of Trafford Metropolitan Borough Council (Trafford MBC), the Timperley Wedge site could accommodate substantial residential and employment development over a number of years and is expected to be a critical part of Greater Manchester's plans to deliver the homes and employment space that the region requires. Enhancements to the road and Metrolink (including the Manchester Airport Metrolink Western Leg Extension and a new spine road to provide access and improve east west connections), as well as community, green and blue infrastructure (including enhancement of Fairywell Brook and Timperley Brook) would be required to facilitate development at Timperley Wedge. An area of Green Belt would be retained between Timperley Wedge, Well Green and Hale Barns.

Masterplanning and feasibility work in respect of the Timperley Wedge allocation is on-going by Trafford MBC and other landowners and key stakeholders. This area also contains Hale Country Club and Spa, as well as Bowden RUFC's ground.

- **Manchester Airport** – to the south east, it is one of the country's premier airports and the third busiest in Great Britain, with two runways and three terminals. The airport offers flights to more than 200 destinations across more than 70 airlines, with connections domestically and internationally, including direct flights to destinations in South East Asia and North America. In 2019, it flew more than 29 million passengers (representing a 3.9% increase year on year). It is one of the major economic drivers of the City Region and continues to grow, with circa 19,000 people employed directly on site. Manchester Airport is undergoing substantial improvement works as part of a £1 billion transformation programme to upgrade facilities within its terminals – the Manchester Airport Transformation Programme (MAN-TP). In addition, the adjacent Airport City masterplan area will deliver approximately 5 million sq.ft. of floorspace encompassing offices, advanced manufacturing and logistics facilities, hotels and retail. In the longer term, Manchester Airport is proposed to have a rail station connecting into HS2. **Core Strategy Policy MA1 Manchester Airport** allocates this area as a strategic employment site.

Project Partners

- 1.15 The Wythenshawe Hospital Campus SRF is being led by MFT and Bruntwood, in conjunction with Manchester City Council.

Manchester University NHS Foundation Trust

- 1.16 MFT was formed on 1 October 2017 following the merger of Central Manchester University Hospitals NHS Foundation

Trust and University Hospital of South Manchester NHS Foundation Trust.

- 1.17 MFT is one of the largest acute Trusts in the UK, employing over 20,000 staff. It is responsible for running a family of nine hospitals across six separate sites. MFT provides a wide range of services from comprehensive local general hospital care through to highly specialised services.
- 1.18 It is the main provider of hospital care to approximately 750,000 people in Manchester and Trafford. It is the single biggest provider of specialised services in the North West of England.
- 1.19 MFT's vision is to improve the health and quality of life of a diverse population.
- 1.20 This will be achieved by building an organisation that:
- excels in quality, safety, patient experience, research, innovation and teaching;
 - attracts, develops and retains great people; and,
 - is recognised internationally as a leading healthcare provider.
- 1.21 In November 2019, MFT joined the Greater Manchester Combined Authority (GMCA) and the Greater Manchester Health and Social Care Partnership (GMHSCP) in declaring a climate emergency, publicly recognising the threat that climate change poses to the world.
- 1.22 In January 2020, MFT published an updated version of its Sustainable Development Management Plan (The Masterplan: Making Sense of Sustainable Healthcare 2018-2023) reflecting new carbon reduction targets.

- 1.23 MFT already has a strong focus on sustainability, as outlined in Section 5 of this document; it has now commenced work on translating its net zero carbon commitment into a defined action plan.

Bruntwood

- 1.24 Bruntwood is a leading property company, which owns, lets and manages outstanding buildings, workspace, innovation and science facilities through Bruntwood SciTech and Bruntwood Works.
- 1.25 Bruntwood's commitment to creating thriving cities has helped it to grow into a company with more than £1 billion in assets under ownership across more than 100 landmark properties, a development pipeline of £1.4bn, and a team of more than 800 people working across the group.
- 1.26 Alongside the City Council, as part of a group of sixty pioneer organisations in Manchester, Bruntwood has signed up to play its part in meeting the goal to become a zero carbon city by 2038.
- 1.27 Chris Oglesby, CEO of Bruntwood, is a member of the Manchester Climate Change Board (MCCB) and has affirmed the company's commitment to achieving a net zero carbon future, together with the pledge to the Green Building Council's (GBC) Net Zero Carbon Commitment (aiming for new buildings to be net zero carbon by 2030 and older buildings by 2050).
- 1.28 Bruntwood also demonstrate a strong commitment to social value, donating 10% of profits each year to local causes (investing in arts and culture, education and skills, sustainability and the health and wellbeing of the people in the cities in which they operate).

MFT and Bruntwood Strategic Partnership

- 1.29 MFT and Bruntwood are working together within an innovative 10-year strategic property partnership, to support the delivery of clinical care, research and innovation, as well as the future development of MFT's estate.
- 1.30 The partnership brings together the expertise and capability of both partners and is playing an important role in supporting Manchester's bid to become an international centre of biomedical sciences, where science is translated into new diagnostics, treatments and health services.
- 1.31 The development and on-going expansion of Citylabs adjacent to the MFT estate on the Oxford Road Corridor is a live example of the partnership. In this case it is based on a joint venture between Manchester Science Partnerships (MSP) - the UK's leading science and technology park operator - and MFT.
- 1.32 Its effectiveness has been demonstrated by how it has accelerated collaboration between the NHS, scientific and academic communities, and industry on the largest clinical academic campus in Europe.
- 1.33 Citylabs provides opportunities for health and medical technology businesses to co-create new health products in collaboration with the NHS and academia, and is aligned with the NHS's 'Innovation, Health and Wealth' agenda.

Professional Team

- 1.34 The SRF has been prepared by Deloitte Real Estate with input from BDP (masterplanning), Bruntwood (commercial), Curtins (transport) and MFT, Hoare Lea and RLB (sustainability).

Stakeholder Engagement and Initial Consultation

1.35 In preparing this report, the team has met or had dialogue with a range of stakeholders who have helped inform the masterplan and development principles. These include:

- Manchester City Council Planning, Regeneration and Highways
- Trafford MBC and Trafford Highways
- Highways England
- Transport for Greater Manchester (TfGM)
- HS2 Ltd
- Wythenshawe Community Housing
- Bluemantle
- Manchester Airport Group
- Royal London

1.36 Initial consultation has also been undertaken with the following stakeholders:

- MFT Project Steering Group
- Local Ward Councillors
- Member of Parliament

1.37 Initial information has been shared with Wythenshawe Hospital Staff.

Framework Structure

1.38 This Framework is structured as follows:

- **Chapter 1 – Introduction:** setting the scene for the SRF.

- **Chapter 2 – Planning Policy Context:** sets out the Development Plan policies and other material planning considerations within which the SRF has been designed to sit.
- **Chapter 3 – Strategic Context:** explaining the economic and strategic context within which the vision and guidance for the SRF area has been formulated, including an analysis of the current facilities at Wythenshawe Hospital.
- **Chapter 4 – Vision for Wythenshawe Hospital Campus:** presenting a concise summary of the aspiration for the SRF area in a manner that can deliver on established planning policy objectives.
- **Chapter 5: Overarching Development Principles:** outlining the development principles for the Wythenshawe Hospital Campus within the framework of sustainable development and planning policy context, including a summary of public benefits that would be delivered to Wythenshawe, Manchester and the North West and an indicative phasing and delivery strategy.

Document Status and Commitment to Consultation

1.39 The SRF is not a planning policy document, but it has been drafted in the context of supporting future development proposals that will deliver Manchester's strategic priorities – economic, social and environmental - as well as complementing the City's other regeneration initiatives.

1.40 The draft SRF was initially reported to Manchester City Council's Executive Committee for endorsement as a basis for consultation on 17 March 2020. An 8 week consultation period was carried out between 30 November 2020 and 29 January 2021, where all staff, the local community, landowners, other interested parties and the general public were consulted and had the opportunity to ensure that the final version of the draft has been properly informed by their views.

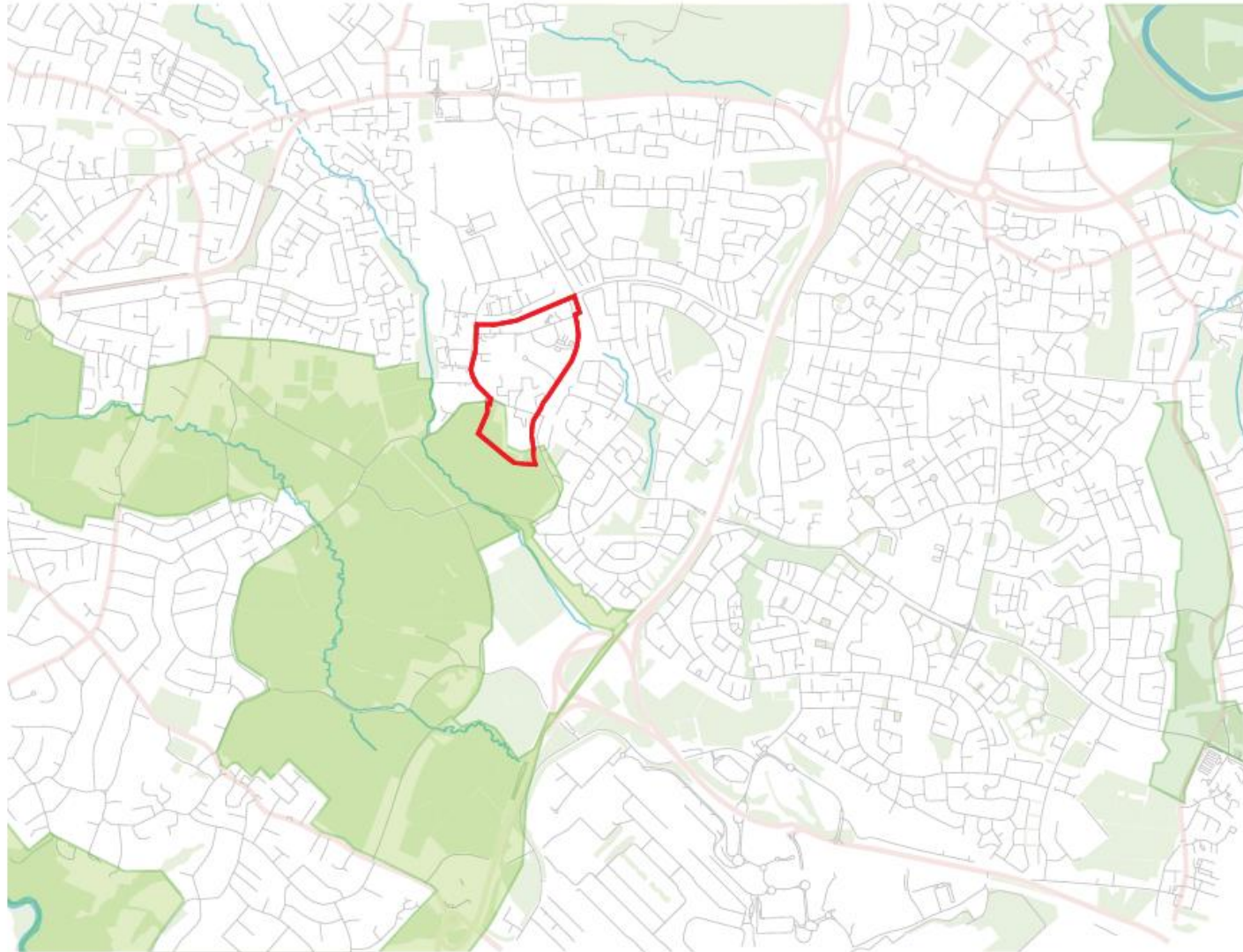
1.41 All comments received during formal consultation have been carefully considered and addressed where appropriate. In addition, the outcome of the consultation process has been summarised and presented to the Executive Committee for their consideration prior to final endorsement of the SRF.

1.42 Once endorsed by Manchester City Council, the Wythenshawe Hospital Campus SRF will act as a material consideration to

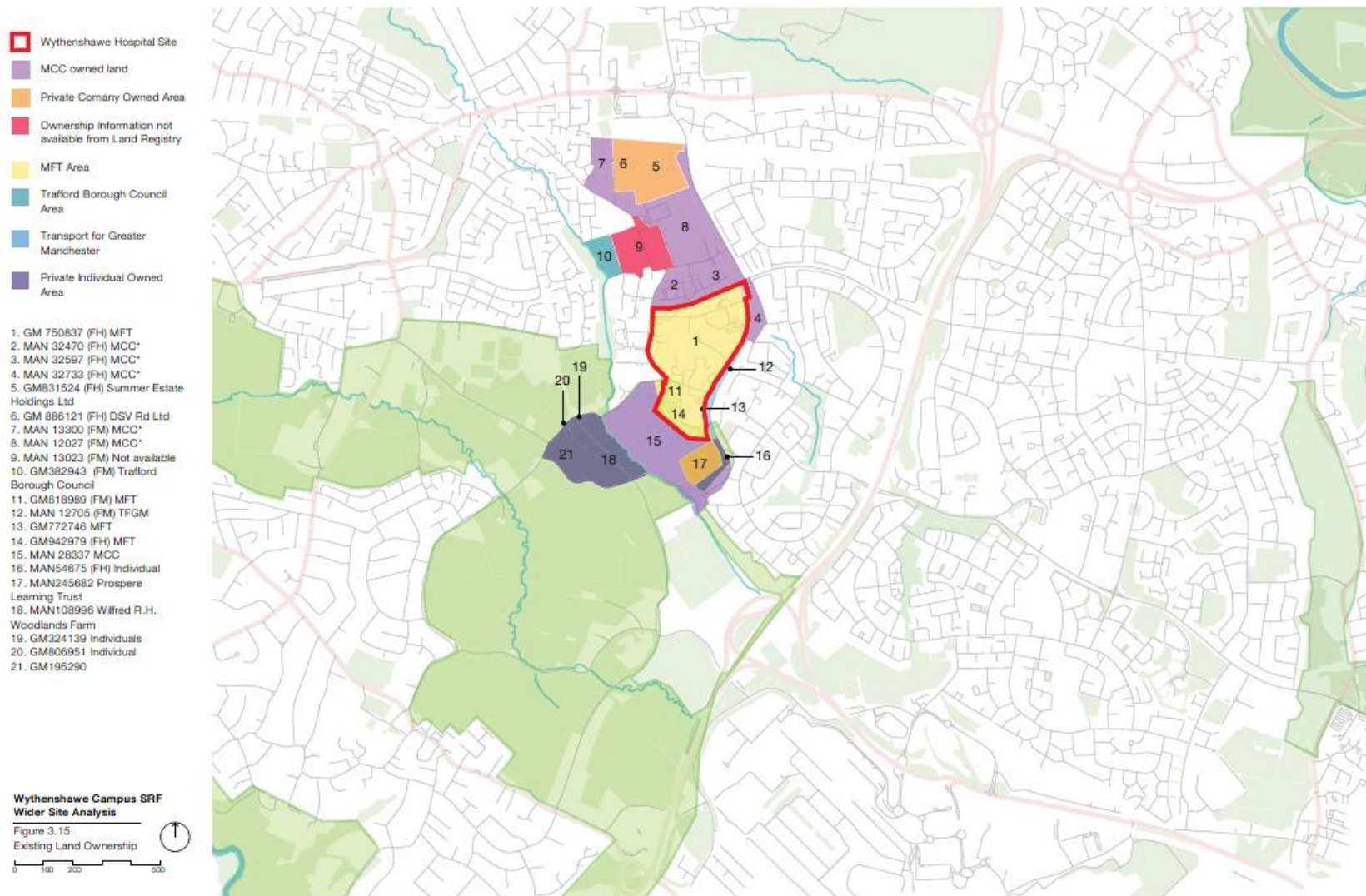
be considered by the Local Planning Authority in the determination of future planning applications; however, notwithstanding this point, where new development is proposed, it will continue to be necessary to determine such proposals through the statutory planning process, on the basis of a full and robust assessment in accordance with national and local policy, as well as any other additional material considerations.

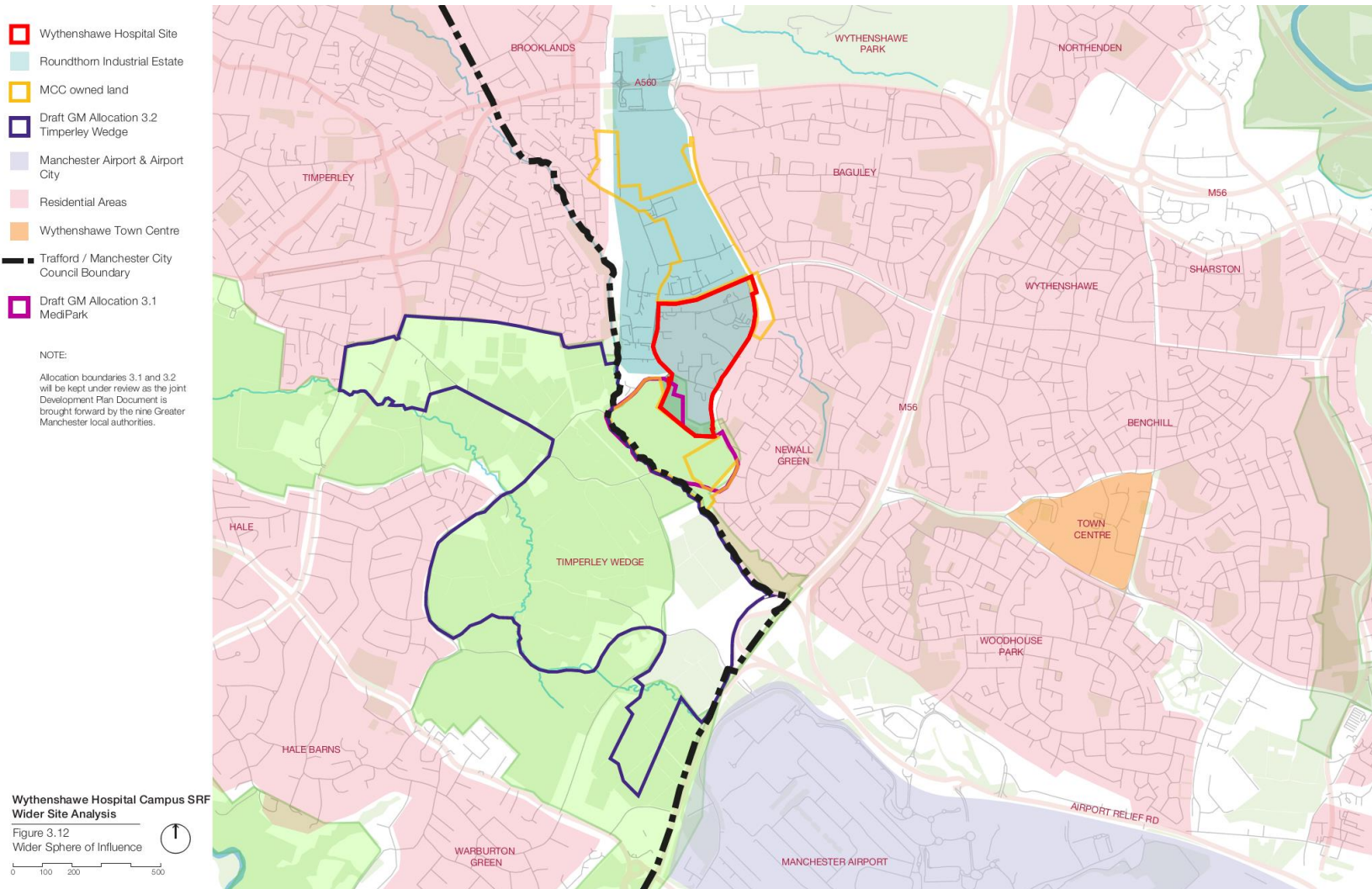
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□ Framework Area Boundary



Wythenshawe Campus SRF
Wider Site Analysis
Figure 1.1
Site Boundary





Wythenshawe Hospital Campus SRF
Wider Site Analysis

Figure 3.12
Wider Sphere of Influence

2 Planning Policy Context

Manchester's Development Plan Documents

- 2.1 Manchester adopted its Core Strategy in 2012. The Core Strategy sets out the City Council's vision for Manchester to 2026, along with the planning policies that provide the framework for delivering that vision. It is proposed to refresh the Core Strategy in light of the emerging draft GMSF; the first stage of consultation in this process (Issue and Options Paper) was opened by Manchester City Council on 7 February 2020. The review of the Core Strategy will be an opportunity to consider the most appropriate planning policy for the City.
- 2.2 Wythenshawe Hospital Campus falls within the Wythenshawe Policy Area, and is allocated within **Policy EC12 as the University Hospital South Strategic Employment Location**.
- 2.3 As such it has the potential to contribute to a number of Manchester's key strategic policy objectives, as noted below.
- 2.4 Figure 3.16 identifies the Core Strategy policy designations.

Economic Development

Policy EC12 (University Hospital South Manchester Strategic Employment Location)

- 2.5 The Framework Area has plans to expand its operation, emphasising its role in key health care areas, bio-science and pharmaceuticals (totalling 1.3 hectares by 2027). Hospital expansion will include a mix of education and conference

facilities, clinical trial labs, fitness/well-being centre, an innovation centre, incubator units, a hotel and ancillary offices.

- 2.6 In addition, the following economic development policies are also of relevance to the Wythenshawe Hospital Campus:

Policy SP1 (Spatial Principles)

- 2.7 The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.

Policy EC1 (Employment and Economic Growth in Manchester)

- 2.8 50 hectares of employment space is intended for Manchester Airport and the surrounding area.

Policy EC10 (Wythenshawe)

- 2.9 Wythenshawe is expected to provide 55ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution.
- 2.10 The Campus will be suitable for growth related to healthcare, biosciences and ancillary offices.

Design and Environment

Policy EN1 (Design Principles and Strategic Character Areas)

2.11 All development is expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located.

2.12 The key focal points for activity in Wythenshawe are the transport corridors, hospital and District Centres. The principle features to be retained in any new development is the sense of the existing low rise suburban character set within a soft landscape.

Policy EN8 (Adaptation to Climate Change)

2.13 All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of both buildings and associated external spaces. Developers should have regard to: minimisation of flood risk; reduction in urban heat island effect through use of green infrastructure; need to control overheating through passive design; and, the opportunity to provide linked and diverse green space to enhance natural habitats.

Policy EN9 (Green Infrastructure)

2.14 The Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Policy EN13 (Green Belt)

2.15 The extent of Green Belt in Manchester will be amended in the vicinity of Manchester Airport. This does not preclude further consideration of sites currently within the Green Belt through subsequent Development Plan Documents.

Policy EN14 (Flood Risk)

2.16 Development should be directed away from sites at the greatest risk of flooding. All new development should minimise surface water run-off, including through the use of sustainable drainage systems (SuDs) and the appropriate use of green infrastructure.

Policy EN15 (Biodiversity and Geological Conservation)

2.17 Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Policy EN16 (Air Quality)

2.18 The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by development, as well as emissions created by the use development.

Energy and Sustainability

Policy EN5 (Strategic Areas for low and zero carbon decentralised energy infrastructure)

2.19 District Centres and associated major development sites have been identified to play a major role in achieving an increase in the level of decentralised, low and zero carbon energy supplies available.

Transport

Policy SP1 (Spatial Principles)

2.20 New development should maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport.

Policy EC 10 (Wythenshawe)

2.21 Development and infrastructure provision will be supported that strengthens transport connections between Roundthorn Industrial Estate, the Wythenshawe Hospital Campus, Airport City and Manchester Airport. The Council will seek to maximise the opportunities to enhance this spatial cluster of key employment uses.

Policy T1 (Sustainable Transport)

2.22 Encourages a modal shift away from car travel to public transport and will support proposals that: promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services; and, improve pedestrian routes and environment.

Policy T2 (Accessible areas of opportunity and need)

2.23 Priority will be given to ensuring good links between Wythenshawe residents and the Airport, and further employment opportunities in Stockport, Trafford and the Regional Centre.

Residential Development

Policy SP1 (Spatial Principles)

2.24 For areas outside of the Regional Centre, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres that meet local needs.

Policy H1 (Overall Housing Provision)

2.25 Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027.

2.26 Proposals for new residential development should take account of the need to contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population.

Policy H7 (Wythenshawe)

2.27 Wythenshawe is expected to accommodate only around 3% (1,830 units) of residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres and where it complements Wythenshawe's garden city character.

Saved Policies of the Manchester Unitary Development Plan

Saved Policy WW11

2.28 The Council, working jointly with MFT, will improve accessibility to the Hospital. The policy justification identifies an acute problem of on-street parking and poor traffic flow around the Hospital; it is essential that accessibility for hospital traffic be improved.

Other Material Considerations

Guide to Development in Manchester SPD (2007)

2.29 The Guide to Development in Manchester was adopted in April 2007. The guide reflects the growing recognition of the importance of well-designed and well maintained neighbourhoods in supporting sustainable development and neighbourliness.

2.30 The guide places significant importance on new development creating a 'sense of place' under seven key principles:

- character and context;
- continuity and enclosure;
- legibility;
- ease of movement;
- quality of the public realm;

- diversity; and
- adaptability.

2.31 The SPD states that increased development density can be appropriate where it is necessary to reinforce community identity, promote a more economic use of land, increase demand for local facilities and contribute to safer streets.

2.32 Developments should be informed, both in terms of design and layout, by the wider context.

National Planning Policy Framework (2019)

2.33 The National Planning Policy Framework (NPPF) is a material consideration in the determination of planning applications and sets out the Government's planning policies for England and how these are expected to be applied.

2.34 At the heart of the NPPF is a presumption in favour of sustainable development; the golden thread running through plan-making and decision taking. The NPPF notes that there are three dimensions to sustainable development:

2.35 **An economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

2.36 **A social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and,

2.37 **An environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution.

Promoting Healthy and Safe Communities

2.38 Paragraph 91 of the NPPF identifies that planning policies and decisions should aim to achieve healthy, inclusive and safe places.

2.39 Policies should plan positively for provision and use of shared spaces, community facilities and other local services that enhance the sustainability of communities (Paragraph 92).

Making effective use of land

2.40 Paragraph 118 of the NPPF sets out that planning decisions should encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains.

2.41 Paragraph 121 of the NPPF expects local planning authorities support proposals to make more effective use of sites that provide community services such as schools and hospitals, provided this maintains or improves the quality of service provision and access to open space.

Local Regeneration Priorities

Wythenshawe Strategic Regeneration Framework (2004)

2.42 The Wythenshawe SRF (2004) set out the vision for Wythenshawe over a 10 to 15 year period; whilst it remains a material consideration its weight is now limited.

2.43 The Wythenshawe Hospital Campus is identified as a healthcare/education zone.

Trafford MBC Core Strategy (2012)

- 2.44 The Framework Area is located directly to the west of the Manchester and Trafford border and the proposed Timperley Wedge allocation (draft GMSF). Trafford MBC planning policy is also of relevance and there are clear opportunities for collaboration as the wider sphere of influence is developed in the future in line with planning policy.
- 2.45 The Core Strategy sets out the City Council's vision to 2026 and beyond, for vibrant and inclusive, prosperous and well-designed sustainable communities, served by an integrated transport network offering a choice of modes of travel.
- 2.46 Trafford will have a high performing economy that makes a significant contribution to City Region by continuing to attract and retain internationally competitive businesses, maintaining a strong local business base.
- 2.47 The Core Strategy includes an allocation for Davenport Green, which is located to the south of the Wythenshawe Hospital Campus, within **Policy R4: Green Belt, Countryside and Other Protected Open Land** (forming part of the draft 2020 GMSF Policy Allocation 3.2 Timperley Wedge).
- 2.48 Policy R4.3 identifies that this land will be protected unless it can be demonstrated that development will deliver an exemplar, very high quality, sustainable business/office employment development, which satisfies the policy the criteria (Policy R4.4) including requirements for sustainable strategic transport and ecological enhancements.

Masterplan for the Timperley Wedge Allocation (2020)

- 2.49 Trafford MBC have completed further masterplanning and feasibility work in respect of the Timperley Wedge, including

transport studies to consider the capacity of the strategic and local road network.

- 2.50 The outcome of this work is presented in the Masterplan for Timperley Wedge Allocation (September 2020), which was published as an Appendix to the Report on the draft 2020 GMSF Publication document presented to Trafford MBC's Executive on 2 November 2020.
- 2.51 The Masterplan reflects the adjacencies of the Timperley Wedge, including the Wythenshawe Hospital Campus area.
- 2.52 The Masterplan identifies and considers a series of constraints and opportunities of relevance to the potential future development of land within the draft Timperley Wedge allocation, including:
- Transport Connectivity: HS2, Northern Powerhouse Rail, Metrolink, Bus and Road Connections, Cycle Routes and Pedestrian Connectivity.
 - Environmental and Social Context: Heritage, Historic Landscape and Archaeology, Arboriculture and Ecology, Green Belt, Flood Risk, Surface Water and Drainage, Utilities and easements, Surrounding Areas and Social Infrastructure.
- 2.53 In response to these identified constraints and opportunities, a series of design principles are presented that would inform the future delivery of the quantum of development outlined in the Timperley Wedge allocation.
- 2.54 The Design Principles include:
- Green Design Principles: Green Belt, Green Corridors, New Rural Park, Biodiversity Net Gain, Play and Sports' Facilities.
 - Blue Infrastructure.

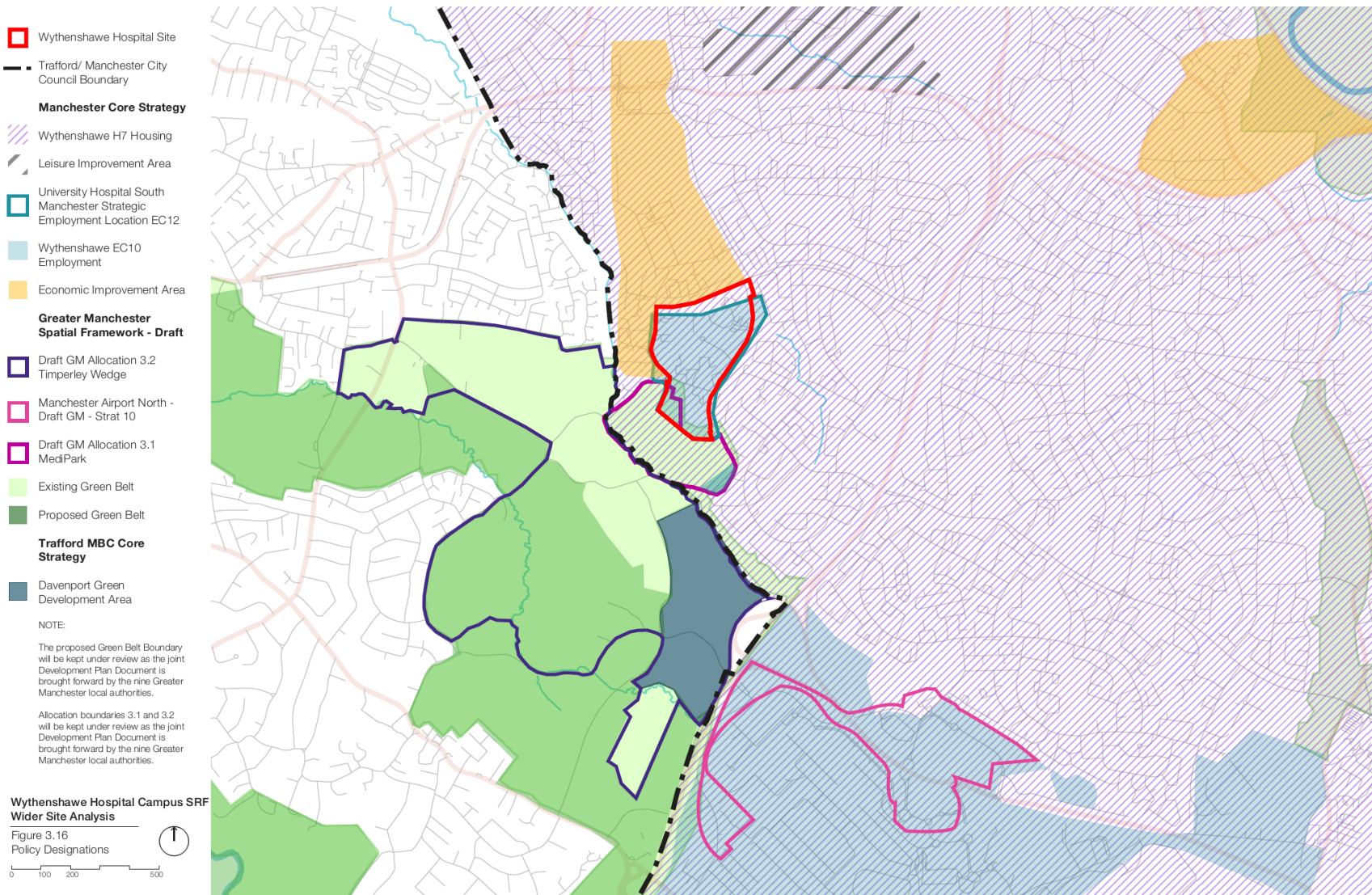
- Community Facilities.
- Appropriate Minimum Building densities and Heights.
- Design Quality.
- New Internal Road Network and Hierarchy.
- Sustainability.

2.55 A summary of the masterplan proposals is provided in diagram form, which is broadly consistent with the earlier iteration used as a basis for preparation of Figure 5.7 Wythenshawe Hospital Campus Future State Wider Sphere of Influence.

2.56 Further detail is provided as to potential new rail, road and Metrolink routing, transport nodes, blue and green infrastructures, development plots and regions, to identify like mix and quantum of use within different regions.

2.57 An alternative scenario, without HS2 Rail, is also presented. This would result in a reduction in the overall quantum of units and floorspace delivered through the draft Timperley Wedge allocation.

DRAFT



3 Strategic Context

3.1 This section summarises the key aspects of the strategic context for the Wythenshawe Hospital Campus SRF by reference to the stated documents.

Greater Manchester Health and Social Care Strategy

- 3.2 In February 2015, the 37 NHS organisations and local authorities in Greater Manchester signed a landmark devolution agreement to take charge of the £6 billion health and social care spending and decisions in the City Region.
- 3.3 The Greater Manchester Health and Social Care Partnership (GMHSCP) was formed to oversee the devolution process, with the aim to achieve the biggest, fastest improvement to the health and wellbeing of the City Region.
- 3.4 There is a focus on finding what works on a local level, and responding to what people need across all ten boroughs. The GMHSCP is using its experience and know-how to improve the way public health money is spent and making sure that big decisions are being made together, locally.
- 3.5 The devolved approach will enable Greater Manchester to respond to the challenges identified at a national level, for example in relation to the ageing population and increased demand on health and care services.

Key issues, strategy, and priorities

- 3.6 Everyone in Greater Manchester deserves to live well, but currently Greater Manchester's outcomes do not compare favourably to the UK average, with more people suffering from illnesses like heart disease and cancer.
- 3.7 More than two thirds of early deaths in the region are caused by factors such as smoking, alcohol dependency, poor diet and air pollution. Many of these deaths can be prevented through better support and better lifestyle choices.
- 3.8 Devolution has enabled Greater Manchester to join up all things that affect health so that it can begin to change them; combining health and social care services, and building them around the individual and the community for better, more responsive care.
- 3.9 Integrating health and social care is vitally important for improving the efficiency of public services and delivering improved health and wellbeing for the population.
- 3.10 A digitally integrated health economy including strong partnerships with research institutions and industry can support Greater Manchester's economic growth strategy.
- 3.11 Greater Manchester has many strengths and capabilities that allow the economy, its residents, industry and commerce to develop and grow. This includes world class academic institutions which deliver health research and innovation.

Health Innovation Manchester

- 3.12 Health Innovation Manchester (a partnership between leading healthcare research, academia and industry organisations) was established to accelerate the development and implementation of new treatments, with a focus on improving health outcomes and generating economic growth.
- 3.13 The combination of Greater Manchester’s research strengths, business base and eco-systems, and devolution makes this a unique opportunity within the UK and globally.
- 3.14 Getting new ideas tested, adopted and widely used takes too long in the NHS. To overcome this, Greater Manchester has taken steps to accelerate health innovation into the local health and social care system.

Manchester Academic Health Science Centre (MAHSC)

- 3.15 As part of Health Innovation Manchester, MAHSC brings together world leading academic and NHS partners to drive health research.
- 3.16 MAHSC works in close collaboration with Manchester’s thriving scientific community as well as Greater Manchester’s higher education institutions.
- 3.17 MAHSC’s six research domains are focused on addressing the greatest population health challenges – cancer, cardiovascular disease, inflammation and repair, women and children, mental health and neuroscience.

Step-Down Care

- 3.18 The main objective of step-down care is to provide intermediate care for those in the community who need some form of assistance, without the need to be admitted to

hospital; or, for those who have been in hospital following surgery or illness.

- 3.19 An illustration of step-down care is provided at Figure 3.1.

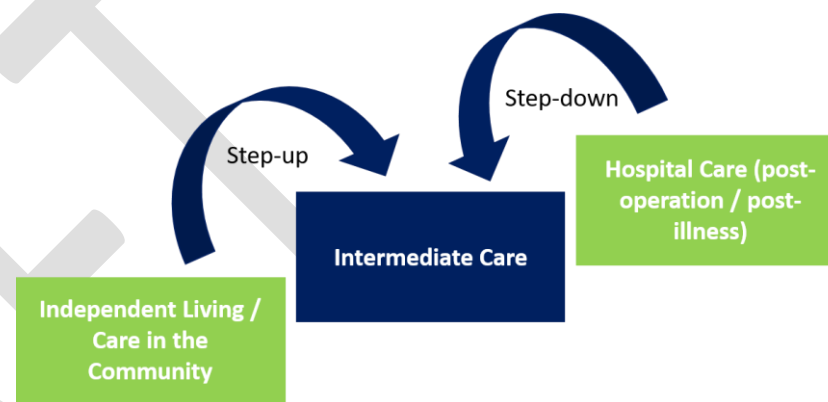


Figure 3.1: Step-up and Step-down Care (Source: Hatch Regeneris)

- 3.20 There are a number of factors supporting the expansion of step-down care, including:

- The premise that patients recover more quickly and retain more independence if treated at home rather than in hospital.
- Step-down care would allow for quicker discharge of patients who needed some support but did not need treatment on a ward.
- The opportunity for an enhanced step-down facility to be used as a test bed where patients could benefit from cutting edge technology and where companies could interact with patients in a non-hospital environment for clinical trials and product development.

- To meet demand in the market for assisted living style accommodation and related products and services, recognising the UK's ageing population.

- 3.21 A 2019 audit of existing step-down care provision operating locally to the Wythenshawe Hospital Campus has been undertaken by Hatch Regeneris.
- 3.22 Whilst there are a number of facilities locally providing a diverse range of accommodation and various levels of support and tenure, the standard and quality of care is mixed, with a number of facilities requiring improvement.
- 3.23 Existing facilities are well utilised; anecdotally, a number of facilities are believed to be often full with waiting lists.
- 3.24 Analysis of the occupation of hospital beds has also been completed to provide an indication of the level of demand that intermediate care could help to alleviate. This identified that overnight acute hospital bed occupancy rates are high, albeit marginally lower than the national average.

Research and Innovation Strategy for Wythenshawe

- 3.25 Wythenshawe Hospital has a strength and breadth of clinical care, within an integrated centre for care provision at all points in patients' lives. This includes areas of expertise in cardiothoracic, transplant, burns and urology surgery.
- 3.26 Specialisms include the following:
- Respiratory Medicine.
 - Academic Surgery.
 - Academic Oncology.
 - Cardiology and Cardiothoracic Surgery.

- Medical specialities including rheumatology, diabetes and endocrinology, dermatology, haematology, gastroenterology, infectious diseases and geriatric medicine.

North West Lung Centre (NWLC) and Medicines Evaluation Unit (MEU)

- 3.27 The NWLC is probably the largest respiratory unit in Europe, with 60 consultants covering healthcare from lung cancer to asthma.
- 3.28 The MEU is an SME established by NWLC and arguably one of the best respiratory clinical trials units in the world.

North West Heart Centre (NWHC)

- 3.29 The NWHC is the one of the UK's top cardiac centres; it is one of only two centres in the UK to provide heart and lung surgery, transplant, and specialised respiratory treatment under one roof.

Wythenshawe Hospital Site Analysis

The Estate Today

- 3.30 The majority of Wythenshawe Hospital was originally built in the 1960s, with various additions from the 1990s onwards. The built form is generally dense with disjointed areas.
- 3.31 The estate comprises a series of buildings with functions associated with the hospital use, including clinical and administration buildings, public realm and a series of surface level car parks, for both visitors and staff. Existing land uses are shown on Figure 3.2.
- 3.32 A photographic analysis of the existing buildings and spaces is provided at Figure 3.3.

- 3.33 Older buildings are predominantly 1 to 2 storeys in height, with newer buildings generally at 2 to 3 storeys and the Central Administration Block at 5 storeys. Building heights are illustrated on Figure 3.4.
- 3.34 Figure 3.4 also shows the Framework Area within the context of its wider surroundings; to the west, the residential neighbourhood comprises low- to mid-rise houses and apartment blocks of between 2 and 4 storeys.
- 3.35 Similar heights are found within the Roundthorn Industrial Estate to the north, comprising industrial and office buildings of between 1 and 4 storeys.
- 3.36 Figure 3.4 also indicates the location of key views into and out of the estate.

Retention and Redevelopment Priorities

- 3.37 The Acute Building is a key retention priority, as it is subject to an on-going Private Finance Initiative (PFI) concession.
- 3.38 Laureate House is also identified as a retention priority.
- 3.39 Buildings to the south of the estate are identified as being a shorter term focus for demolition and redevelopment.
- 3.40 The Jurassic Car Park is a priority for development. The southern extent of this plot is currently within the Green Belt and is expected to be removed through a strategic policy allocation in the joint DPD "Places for Everyone", which will be taken forward following the decision not to progress the draft GMSF (where it was allocated in draft GM Allocation 3.1 Medipark).
- 3.41 Retention and redevelopment priorities are indicated on Figure 3.5.

Access Analysis

- 3.42 Existing access analysis is illustrated on Figure 3.6. This highlights that there are multiple entrances into the estate. This, combined with poor wayfinding, makes the estate challenging to navigate for pedestrians.
- 3.43 The estate is inward looking and the existing road infrastructure means that connectivity to surrounding neighbourhoods such as the Roundthorn Industrial Estate and the residential area to the east is limited and does not encourage pedestrian movement.

Transport

- 3.44 The existing highway network in and around the framework area and car and cycle parking provision is illustrated on Figure 3.7.

Local Highway Network

- 3.45 The estate is served by a number of internal access roads; primary access is achieved via Southmoor Road, which bisects the northern section of the estate and provides access to visitor car parks.
- 3.46 Southmoor Road connects to Floats Road at its western extent, which sweeps around the western and eastern bounds of the estate.
- 3.47 Clay Lane forms the eastern boundary, and is largely closed to vehicular traffic, being access only and used for cycling. It also provides a link to Tuffley Road in Newhall Green, which in turn is a key link eastwards, in addition to linking to the M56 at Manchester Airport.
- 3.48 Accident & Emergency (A&E) and servicing vehicle access is currently taken to the south immediately west of the bend in

Southmoor Road. A&E access terminates at a controlled secure gate.

- 3.49 Ledson Road runs parallel to the hospital access section of Southmoor Road to the north; it provides access to the Roundthorn Industrial Estate and links to Floats Road.
- 3.50 Floats Road follows a north/south alignment to the western and south western boundary of the Framework Area, providing access to the Hospital and industrial units.
- 3.51 Floats Road forms a priority junction with Dobbinetts Lane and continues south east to form Clay Lane, providing access to the Maternity Car Park and the main Hospital Car Park.
- 3.52 Dobbinetts Lane is rural in nature and unsuitable for HGVs; however, it provides a key link to Hale, Altrincham, Hale Barns and Warburton Green in addition to linking to the M56 at Manchester Airport.

Strategic Road Network

- 3.53 The framework area is well located on the strategic highway network, with easy access via the A560 and M56 to the A1503 northbound, M60 eastbound or westbound and M6 southbound.

Car Parking

- 3.54 There is a significant quantum of car / vehicle parking provided across the estate; as of the last audit (September 2014) it included the following:
- Staff car parking: 2,088 spaces (circa 69%).
 - Visitor car parking: 938 spaces (circa 31%).
 - **Total car parking: 3,026 bays inclusive of 104 disabled bays.**

- 3.55 The majority of the staff spaces are located within the Jurassic Car Park.

- 3.56 Transport surveys undertaken by Curtins in November 2018 indicate that peak utilisation of staff car parking bays across the estate occurs at 10am (92% of bays utilised) remaining similar until 1pm when the level curtails

- 3.57 Peak utilisation of visitor car parking bays across the estate occurs at 11am (88% of bays utilised) remaining similar until 2pm when the level curtails.

Cycle Routes and Parking

- 3.58 Existing cycle routes are identified on Figure 3.8.
- 3.59 The Airport City Cycleway connects Manchester Airport to Manchester City Centre via Floats Road.
- 3.60 Regional Route 85 is located approximately 650m east of the framework area, accessed via Hollyhedge Road. It provides a connection between Manchester Airport and Route 6, which runs through Manchester City Centre.
- 3.61 Staff and patient / visitor cycle parking is provided in locations across the estate in the form of racks, hoops, and bins. The total number of spaces as at May 2018 is 223 comprising of: staff – 162 spaces; and, patients / visitors – 61 spaces.

Public Transport

- 3.62 Existing (and proposed) public transport options, including Metrolink, bus and rail routes, are identified on Figure 3.9.
- 3.63 There are four existing bus stops on Southmoor Road, two at the eastern end and two the east of the Outpatient's Building. Three of the stops feature sheltered seating.

- 3.64 Services run to Altrincham, Manchester, Reddish, Sale, Stockport and Wythenshawe.
- 3.65 The closest Metrolink Station to the framework area is Roundthorn, located approximately 250m to the north east; it provides access to the Manchester Airport – Manchester Victoria line with various interchange options.
- 3.66 The Manchester Airport route operates at a frequency of 12 minutes Monday to Saturday and 20 minutes on Sundays. The journey duration is approximately 19 minutes to Manchester Airport and 37 minutes to Manchester Victoria.
- 3.67 Altrincham Railway Station is the closest to the framework area, located 3.1km drive to the west; bus route 11 provides a direct service to the Station.
- 3.68 The proposed HS2 rail, may improve international and national rail connections to the Framework Area in the future (see Section 5).

Manchester Airport

- 3.69 The Framework Area is located approximately 5km to the north west of Manchester Airport and is accessible via road or Metrolink.
- 3.70 Manchester Airport offers the largest network of destinations outside of London with nearly 200 direct international routes offering a range of domestic flights and daily connections to European cities and long haul destinations.

Workforce Travel to Work Analysis

- 3.71 Hatch Regeneris completed analysis of workforce travel to work patterns in March 2019, using MFT employee postcode data. This work identified that more than 50% of staff (1,500) live within 5km of the site. Employees who live

closest and in the Wythenshawe area are primarily administrative, clerical, nurses and clinical staff.

- 3.72 An MFT Travel Survey (2018) indicates that 60% of staff drive to work in their car (on their own) for 1-2 days per week or more, compared within circa 20% using public transport.
- 3.73 Currently, a significant number of staff choose to drive, where there is scope for using more sustainable modes of transport.

Estate Analysis

- 3.74 A diagrammatic analysis of the existing estate is provided on Figure 3.10.
- 3.75 Whilst Wythenshawe Hospital is world-class, with access to unique facilities such as the MRI Scanner, through the way in which the built form has developed since original construction and the distribution of facilities across the estate, there are a number of challenges that impact on the user experience and operational management.
- 3.76 This includes: long walk distances through buildings and between facilities, which impact on the operational efficiency of the hospital; accommodation at the periphery of the estate, which is isolated; and, the heart of the estate presenting an obstacle rather than being a welcoming environment.
- 3.77 Existing buildings have developed to meet identified requirements, but could be more efficient in the use of space and function; this would include opportunities to co-locate functions, similar to the existing relationship between the Outpatient Building and the Diagnostic Centre.

- 3.78 In some instances, there is duplication of facilities (such as surgery theatres and imaging facilities), as well as both under- and over-utilisation of departments.
- 3.79 The administrative and office accommodation is not efficiently designed in its current form and there is limited decant space available within the estate.

Environmental Designations

- 3.80 Figure 3.11 illustrates the existing environmental designations of relevance to the framework area.
- 3.81 The site is located within Flood Zone 1 as detailed on the Environment Agency Flood Map.
- 3.82 The site is not located within an Air Quality Management Area (AQMA); the closest AQMA is at and immediately around the M56 to the east.
- 3.83 There are no listed buildings or conservation areas within or adjacent to the Site. The closest listed buildings are at Newall Green, approximately 200m to the south east:
- Newall Green Farmhouse – Grade II
 - Outbuildings north of Newall Green Farmhouse – Grade II
 - Outbuildings approximately 15 metres north west of Newall Green Farmhouse – Grade II
- 3.84 At present there is limited green space and tree planting within the framework area; there is mature green space to

the boundary and an element of the Site is currently within the Green Belt.

- 3.85 The Site is located within an SSSI Impact Risk Zone. The nearest SSIs to the Site are:

- Cotteril Clough (3.8 kilometres to the south);
- Dunham Park (6.1 kilometres to the west);
- Rostheme Mere (6.8 kilometres south west);
- Lindow Common (7.1 kilometres to the south east).

- 3.86 There are two areas of deciduous woodland priority habitat nearby, including one which lies adjacent to the south east and Fairywell Wood, which is 180 metres to the west and north west.

Socio-Economic Conditions

Population Growth and Demographic Change

- 3.87 Manchester is one of the fastest growing cities in Europe; by 2025, almost 637,000 people are expected to live in the City¹. Manchester has experienced an exceptional increase in its population since the late 1990s and is the leading example in both Europe and the UK of a major urban centre reversing long-term population decline.
- 3.88 The Wythenshawe Health & Social Care Cohort Profile² highlights that the three wards closest to the Wythenshawe Hospital Campus (Baguley, Sharston, and Woodhouse Park) have a population of 49,720 people (increasing by 1,183 from

¹ Manchester City Council, State of the City Report 2019 (November 2019)

² Manchester Health & Care Commissioning, Wythenshawe (Baguley, Sharston and Woodhouse Park) Health & Social Care Cohort Profile (15 February 2019)

2017 to 2018), representing approximately 7.7% of Manchester's population.

- 3.89 Wythenshawe has significantly fewer young adults aged 19-34 (24%) when compared to Manchester (32%) and more residents over 65+ years (12%) compared to Manchester (9%), therefore comprising an older and ageing demographic in line with the general UK trend.
- 3.90 Wythenshawe also has far fewer adults and older people in the "Good Health" cohorts than compared to Manchester.
- 3.91 As recognised in the Ageing Society Grand Challenge³, the prospect of longer lives is likely to create new demands for technologies, products and services.
- 3.92 The Manchester Industrial Strategy recognises the challenges posed by an ageing population, with GM set to experience a 75% increase in the proportion of the population who are 75 years and over by 2036 compared to 2011.
- 3.93 Through the devolved health and social care budget, there is an opportunity to leverage Manchester's strengths to drive health innovation that will improve population health, whilst also creating new industries and jobs.

Access to talent

- 3.94 Manchester's world-class higher education institutions provide new talent for the city every year. In turn, the city's young

and dynamic demographic also attracts further graduates and employers. Manchester has a workforce of 175,900 in health and social care and 13,405 life sciences and allied subject graduates⁴.

- 3.95 Both the University of Manchester and Manchester Metropolitan University are part way through significant (circa £1.5bn) investment programmes, which will both secure and further develop their national and international reputations as centres of academic and research excellence.
- 3.96 Increasing job opportunities in a wider range of sectors, as well as the investment in infrastructure and place-making has ensured that Manchester is a preferred destination, as illustrated by the attraction of circa 19,050 16 to 21 year-olds between 2009 and 2017, together with the 51% graduate retention rate that is second only to London⁵.
- 3.97 An even greater proportion (57%) of students from Manchester who left for university return after graduating in other cities (again, second only to London)⁶.

Economic Trends and Projections – Key Target Sectors

- 3.98 The Greater Manchester sub-region, which has a combined GVA of over £66.4 billion, accounts for around two fifths of the North West's economic output as of 2017⁷. In 2017,

³ Department for Business, Energy & Industrial Strategy, *The Grand Challenges* (13 September 2019)

⁴ <https://www.investinmanchester.com/sectors/life-science-and-healthcare>, accessed 19 December 2019

⁵ Manchester Brain Drain, Centre for Centres and University of Manchester (March 2019) – extract from article accessed 3 February 2020:

<https://www.centreforcities.org/press/manchester-is-the-second-most-popular-city-for-new-graduates/>

⁶ Ibid.

⁷ Office for National Statistics, Summary of gross value added (GVA) statistics for combined authorities, 2017 *tables* (released 12 December 2018),

almost 30% of that GVA was produced in the City of Manchester.⁸

3.99 Employment growth of 0.6% per year is forecast between 2018 and 2037⁹. This growth rate is forecast to add 183,700 jobs to the Manchester economy, in a range of sectors that will further add to the GVA.

3.100 Manchester's economy is continuing to strengthen and diversify with strong growth forecast in Business, Financial and Professional Services, Science and Innovation, and Creative and Digital, as well as Sports and Culture, Leisure and Tourism sectors¹⁰.

3.101 Wythenshawe Hospital Campus can make a distinctive contribution to the City's economic success through the combination of activity at a nationally significant hospital, and associated commercial R&D and training / education facilities, and through its proximity to emerging development at Airport City and existing employment areas within south Manchester.

A Mobile and Skilled Workforce

3.102 The city region offers a quality and growing workforce of some 7.2 million people within a one hour commute of the City¹¹. There is access to a pool of skilled people across a wide range of industries, and over 100,000 students in four universities across Greater Manchester¹².

<https://www.ons.gov.uk/economy/grossvalueaddedgva/bulletins/regionalgrossvalueaddedbalanceduk/1998to2017> Accessed 09 December 2019.

⁸ Office for National Statistics, *ibid.* and Manchester City Council, State of the City Report 2019 (November 2019)

⁹ GMCA, Greater Manchester Spatial Framework Topic Paper: Employment (January 2019)

¹⁰ Manchester City Council, State of the City Report 2019 (November 2019) Accessed 22 February 2018.

3.103 A further feature of the City's economy and its employment growth has been the ability to attract an international workforce from Europe and beyond, with migration contributing to economic growth in a range of sectors.

A strong health-care industry

3.104 Manchester offers a unique opportunity to life science companies, as the only devolved health and social care system in the UK. Companies can benefit from a streamlined pathway to delivering health innovation to patients.

3.105 Manchester has a range of specialisms, which work together to create an innovation ecosystem

3.106 Health analytics is the field of delivering products, services or solutions used to save and improve peoples' lives. The breadth of Manchester's provision across healthcare and digital is a unique offering for companies looking at health data in research and development of diagnosis and treatment. The city is home to the only fully e-enabled NHS Trust in England and is a global digital exemplar.

3.107 Precision Medicine is an emerging approach for disease treatment and prevention. Manchester has placed itself at the forefront of this developing area of medicine.

3.108 A testament to the rising status of Manchester is Qiagen's decision to establish its European Centre of Excellence for

¹¹ Invest in Manchester, Workforce, <https://www.investinmanchester.com/why-manchester/workforce>. Accessed 19 December 2019.

¹² HESA, HE student enrolments by HE provider and domicile Academic Year 2017/18, <https://www.hesa.ac.uk/news/17-01-2019/sb252-higher-education-student-statistics/location>. Accessed 5 September 2019.

Precision Medicine and hub for diagnostics delivery in the city forming part of a new genomics campus co-located on the largest clinical academic campus in Europe.

3.109 The city is a world scientific lead in cancer biomarkers, relating to the molecular targeting of cancer, early-phase clinical trials and cutting-edge radiotherapy.

3.110 Manchester is also a global destination for advanced materials and digital, giving businesses the opportunity to explore medical applications of graphene and 2D materials as well as emerging technologies such as Virtual Reality (VR) and Augmented (AR).

Encouraging the Growth of a Dynamic Private Sector

3.111 With a thriving private sector, the City is a leading business location and remains a top place in Europe for foreign direct investment outside of London. Sixty-five FTSE 100 companies now have a presence in Greater Manchester, and around 40% of the North West's Top 500 companies are based in the City.

Agglomeration Benefits

3.112 Clustering is a key factor under-pinning accelerated growth, partly driven by recent and planned transport investment. Clustering, together with trends in urban lifestyle, are driving a new and larger mixed economy based on knowledge based jobs and national/international investment and talent, and a day time and evening economy for workers, residents and visitors.

3.113 Business sectors influenced by clustering are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff.

Transport and Connectivity

3.114 Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to and within the Regional Centre. This increases the City's capacity of its travel to work area (and therefore its pool of labour), and enhances connectivity between businesses.

3.115 In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling, continue to be delivered as part of major regeneration programmes.

International connections

3.116 Manchester Airport flies direct to more than 200 destinations, placing the airport in the top 20 globally for total destinations served. Destinations include America, Canada, the Middle East and Europe, as well as domestic flights.

National and Regional Rail Connections

3.117 Manchester has a number of key rail stations, including Manchester Airport, Manchester Piccadilly, Manchester Victoria, Manchester Oxford Road and Salford Central.

3.118 The Northern Hub is a Network Rail plan to stimulate economic growth in the north of England through better connections between key towns and cities. It will allow hundreds more trains to run each day and provide space for millions more passengers a year.

3.119 HS2 Ltd is continuing to progress with plans for the Birmingham to Manchester route, which would include stations in Manchester city centre and at Manchester Airport in close proximity to the Site. Completion was originally planned for 2032, but may now be delayed until 2040.

Metrolink and its Expansion

- 3.120 Manchester Metrolink has 93 stops and extends 62 miles, making it the most extensive light rail system in the UK.
- 3.121 The extension of the line towards Trafford Park is anticipated to be open in spring 2020.
- 3.122 TfGM are currently developing a business case for extending the Manchester Airport line, which is known as the Western Loop, using a £2.1m grant from Central Government.
- 3.123 A Transport and Works Act process has been completed by TfGM, which gives consent for the first section of the extension and shows an outline zone for the tracks to run within and two proposed stops.
- 3.124 The Western Loop would increase Metrolink frequency to the framework area and could improve accessibility through the provision of new stop(s).

Strategic Road Network

- 3.125 The Site is primarily accessed from the north at present and dialogue with MCC Highways and TfGM indicates that the road network here should continue to be the primary vehicular access in the short to medium term.
- 3.126 To the south, the M56 currently experiences congestion and improvements are planned in the vicinity of the framework area, which included an upgrade of Junction 6 to 8 to SMART Motorways commencing 2021 and completing in spring 2022.
- 3.127 Highways England is also monitoring this area of the M56 in respect of a planning condition attached to a Planning Permission for Manchester Airport Terminal 2, which could trigger a requirement for highway improvements. If

triggered, the works could involve amendments to the mainline and Junction 6 of the M56.

- 3.128 These works are targeted at managing existing congestion rather than creating new capacity.
- 3.129 Highways England do not have any further committed highway improvement schemes for the motorway network in the vicinity of the Site.
- 3.130 Trafford MBC and TfGM have commenced early feasibility work to explore the highway implications of the proposed Timperley Wedge allocation, including potential for a new link road and public transport corridor connecting into the highway network close to the M56.
- 3.131 A new link road would provide an opportunity to enable north to south connectivity, including provision of a public transport corridor, from Altrincham / Hale / Timperley into the Wythenshawe Hospital Campus. This is a significant opportunity in the medium to long term, which could unlock further development to the south of the Framework Area.
- 3.132 Further modifications to the strategic road network would be required to create access for the proposed Manchester Airport HS2 Station, including construction activities for delivery of the line in the vicinity of Junctions 5 and 6 of the M56.
- 3.133 These proposals are at an early stage and will require further joint modelling and design work as they develop.

Greater Manchester Walking and Cycling Vision

- 3.134 Following commitment of £16m of national government funding to Greater Manchester from the Active Travel Fund, plans are under development to deliver 24 miles of cycling

and walking routes, with a core network of cycling routes on major corridors to Manchester and Salford city centres.

3.135 This will include £1.5m of funding for a scheme in Wythenshawe, which will be developed by MCC in partnership with Trafford MBC, to improve cycling links between Wythenshawe town centre, Wythenshawe Hospital and Manchester city centre.

3.136 Subject to consultation, the scheme aims to improve and provided new dedicated cycle infrastructure from Simonsway via Wythenshawe Hospital to the Bridgwater Canal, to give a continuous route for all levels of cycling experience.

3.137 MFT are engaged with the MCC and Trafford MBC regarding delivery of the scheme and maximising opportunities for improved green transport routes for those accessing Wythenshawe Hospital.

Manchester's Strategic Priorities

Our Manchester Strategy (2016-2025)

3.138 The Our Manchester Strategy sets the ambitions for the City for the next decade, with a vision for Manchester to be in the top flight of world-class cities. By 2025 the City will:

- have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
- possess highly skilled, enterprising and industrious people;
- be connected, internationally and within the UK;
- play its full part in limiting the impacts of climate change;

- be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
- be clean, attractive, culturally rich, outward-looking and welcoming.

3.139 The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.

Playing our full part on Climate Change

3.140 In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world renowned Tyndall Centre for Climate Research.

3.141 The key commitments are as follows:

- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
- To adopt a carbon budget and emit only a maximum of 15 million tonnes CO2 for the period 2018-2100; and,
- To achieve a 13% year-on-year reduction in citywide CO2 emissions from 2018 to achieve this carbon budget.

3.142 As well as addressing its own emissions, the Council's will take a significant leadership and influencing role across a number of thematic areas, promoting behavioural changes.

3.143 A draft Manchester Zero Carbon Framework has been developed, which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38.

3.144 The Manchester Climate Change Framework 2020 – 2025 was adopted in February 2020, building on the Draft Manchester Zero Carbon Framework 2020-2038 and Manchester City Council's declaration of a climate emergency. It is Manchester's high-level strategy for meeting climate change commitments. Areas for action include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible; and the provision of green infrastructure for carbon sequestration.

Manchester Green and Blue Infrastructure Strategy (2015)

3.145 Manchester City Council recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.

3.146 The vision for green and blue infrastructure is for well-maintained green and blue spaces as an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce.

Manchester Residential Growth Strategy (2016) and Housing Affordability Framework

3.147 Recognising the critical relationship between housing and economic growth, Manchester City Council approved a Residential Growth Strategy, which sought to deliver a target of 25,000 new homes between 2015 and 2025.

3.148 In October 2017, 4 areas in the City where the Council has significant land interests were identified as potential Housing Affordability Zones, including Wythenshawe Town Centre.

3.149 Manchester's proposed Housing Affordability Fund will provide subsidy for new and existing homes that are affordable to Manchester residents on or below the City's average household income.

3.150 In December 2018, the Council's Economy Scrutiny and Executive Committees received a report setting out a number of policy proposals for delivery of the City Council's Affordable Housing Strategy. This included a revised Residential Growth Strategy target of 32,000 homes (including 6,400 affordable homes) for the period ending in 2025.

3.151 Further work is being undertaken to assess the challenges and external factors that pose a risk to the Council's ability to deliver against its residential growth ambitions, and to identify actions and opportunities.

3.152 The Residential Growth Strategy will continue to ensure that the right mix of new housing is delivered in the areas that can accommodate growth and that new homes are connected to new and existing employment opportunities.

3.153 New residential growth opportunities will support the delivery of sustainable neighbourhoods with excellent pedestrian and

transport connections including the use of low carbon construction methods and technologies.

3.154 The provision of key worker accommodation at Wythenshawe Hospital Campus, which could include accommodation to support the operation of the hospital and those employed by the NHS, increase the overall supply of housing locally and provide a more diverse range of affordable accommodation.

3.155 Analysis completed by Hatch Regeneris in March 2019 identified that there is currently a range of key worker accommodation on offer locally and across the north west, mostly provided by NHS Trusts and Your Housing Group. However, supply is limited; accommodation is exclusively rental and there are very few apartments available.

Manchester Residential Quality Guidance (2016)

3.156 The Manchester Residential Quality Guidance aims to ensure that high quality, sustainable housing that meets the needs of the City and its communities will be built.

Greater Manchester's Strategic Priorities

Greater Manchester Strategy (2017)

3.157 The Greater Manchester Strategy (GMS) has set the strategic framework for policy development across Greater Manchester since 2009. It establishes a very clear vision for the City Region, stating that:

"Our vision is to make Greater Manchester one of the best places in the world to grow up, get on and grow old: A place where all children are given the best start in life and young people grow up inspired to exceed expectations; A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand you'll get it; A place of ideas and invention, with a

modern and productive economy that draws in investment, visitors and talent; A place where people live healthy lives and older people are valued; A place at the forefront of action on climate change with clean air and a flourishing natural environment; A place where all voices are heard and where, working together, we can shape our future."

Draft Greater Manchester Spatial Framework (2020)

3.158 The publication draft of the GMSF was issued in October 2020, following four earlier rounds of consultation, including consultation on the Greater Manchester Plan: GMSF Revised Draft, which commenced in January 2019. This document is designed to set out Greater Manchester's plan for homes, jobs and the environment for the whole of the city region.

3.159 It was intended that, following approval from each of the ten Greater Manchester local authorities, a period of public consultation would be held on the Publication Draft of the GMSF, commencing on 1 December 2020, with an Examination in Public and Adoption to follow.

3.160 In December 2020, Stockport MBC took the decision not to publish the Publication Draft GMSF for consultation, which effectively signalled the end of the GMSF as a joint plan of the ten Greater Manchester local authorities.

3.161 At a meeting of the Executive Board of the Association of Greater Manchester Authorities (AGMA) on 11 December 2020, officers were requested to report back on implications and process of producing a joint Development Plan Document (DPD) of the nine remaining Greater Manchester districts.

3.162 As reported to a meeting of the AGMA Executive Board on 12 February 2021, discussions indicated that there is continued opportunity to work collaboratively to produce a joint DPD, to

be known as “Places for Everyone.” Producing such a plan would enable those nine local authorities to:

- Progress the strategic policies in draft 2020 GMSF, which command widespread support, for example net zero carbon development, affordable housing and space, and accessibility standards for new housing;
- Maximise the use of sustainable urban / brownfield land and limit the need for Green Belt to accommodate the development needs of the nine districts;
- Align with the wider Greater Manchester strategies for transport and other infrastructure investment;
- Utilise the evidence base already commissioned and completed, minimising the cost of producing further evidence; and,
- Spread the costs jointly of the independent examination.

3.163 A decision was taken to progress with production of the new joint DPD for the nine local authorities, with the first steps being to establish a new joint committee comprising representatives from each and to delegate preparation of the joint DPD to the new joint committee.

3.164 In the event that the draft joint DPD is considered to have substantially the same effect on the nine local authorities as the draft 2020 GMSF, the next stage would be publication and consultation. As with the draft 2020 GMSF, each individual local authority would be responsible for approving the publication draft of the joint DPD ahead of the period for representations. The nine full Councils will be responsible for approving the joint DPD for independent Examination.

3.165 There will be a formal obligation to consult Stockport MBC on matters of strategic, cross boundary significance. The

outcome of this process will be set out in a Statement of Common Ground.

3.166 As such, it is expected that there will be changes arising from the most recently published draft 2020 GMSF and as yet the timetable for publication of the draft joint DPD “Places for Everyone” is not known. However, with regard to Wythenshawe Hospital Campus and the wider sphere of influence, including the land forming part of the draft allocations 3.1 MediPark and 3.2 Timperley Wedge in the draft 2020 GMSF, it is understood that the intention of the nine local authorities is likely to remain consistent with these draft allocations.

3.167 On that basis, the draft 2020 GMSF allocations are referenced here as an indication of the expected future allocations in the joint DPD.

3.168 The objectives for the Campus are consistent with the draft 2020 GMSF and include: the use of brownfield land; delivering higher densities of land use within the most accessible locations; facilitating employment development; and, maximising the potential of assets through focussing development in key locations.

3.169 Figure 3.16 identifies the draft 2020 GMSF Policy allocations.

3.170 **Draft Policy GMP 1 (Supporting Long Term Economic Growth)** identifies health innovation including life sciences as key areas of growth. Key locations, such as Manchester Airport Enterprise Zone Wythenshawe Hospital and ediPark will be a focus for economic growth in an inclusive way.

3.171 **Draft Policy GM-P 3 (Office Development)** identifies that at least 2,500,000 sq.m. of accessible new office floorspace

will be provided in Greater Manchester during the plan period. This includes a focus on Manchester Airport Enterprise Zone and its environs.

3.172 **Draft Policy GM-Strat 10 (Manchester Airport)** outlines that additional growth in this area would be dependent on the delivery of key infrastructure projects which includes (but is not limited to) providing a western extension of the Metrolink via the HS2 station to connect back to the existing line near Wythenshawe Hospital. It notes that the benefits of exceptional connections will be maximised, including continued development of MediPark and Roundthorn Industrial Estate as a health and biotech cluster. Three sites are allocated near to Manchester Airport; changes to the Green Belt are proposed in support of these developments, including at MediPark (draft GM Allocation 3.1) and Timperley Wedge (draft GM Allocation 3.2).

3.173 **Draft GMSF Policy GM-E 6 Health** identifies that improvements in health facilities will be supported, responding to the changing needs and demands of residents, including through enabling the continued enhancement and successful operation of Greater Manchester's hospitals, and facilitating greater integration of health and social care, and the provision of integrated wellness hubs.

3.174 **Draft GMSF Policy GM Allocation 3.1 Medipark** allocates an area to the south of the existing Hospital estate to deliver around 86,000 sq.m. of office focused floorspace subject to development being compliant with a series of policy criteria.

3.175 **Draft GMSF Policy GM Allocation 3.2 Timperley Wedge** allocates land to the west and south of the framework area for residential-led, mixed use development that could incorporate more than 60,000 sq.m. of employment land (of which 15,000 sq.m. would be delivered in the plan period).

Again, development would need to be compliant with a series of policy criteria, including provision for new sustainable, strategic transport modes.

Greater Manchester Mayor Transport initiative

3.176 In June 2019, the Mayor of Greater Manchester launched 'Our Network'. It sets out the ambition for an integrated transport system, which allows people to change easily between different modes of transport and with simple, affordable ticketing.

Greater Manchester Transport Strategy 2040

3.177 The Greater Manchester Transport Strategy 2040 (GMTS 2040) was originally published in 2017 and updated in January 2021. The GMTS 2040 sets out the vision for Greater Manchester to have, "world class connections that support long-term, sustainable economic growth and access to opportunity for all". The four key elements of this vision are 1) supporting sustainable economic growth; 2) protecting our environment; 3) improving quality of life for all; and, 4) developing an innovative city region.

3.178 The GMTS 2040 is structured around five types of trips or "spatial themes" to enable an integrated set of interventions to address specific issues in different parts of the City Region and for different types of travel. These spatial themes include: Connected Neighbourhoods; Travel Across the Wider City Centre; Travel to and Within our Regional Centre; Delivering Better City to City Links; and, Global Connectivity.

Other Greater Manchester Plans

3.179 In addition to the above, the following Greater Manchester plans are also of relevance to the framework area:

- The Greater Manchester Investment Strategy, which supports the implementation of the GMS through investment to create and safeguard jobs, primarily through loans to support recycling, to maximise the impact of investment over several funding cycles;
- The Climate Change and Low Emissions Implementation Plan (2016-2020), which sets out the steps that will be taken to become energy-efficient and investing in our natural environment to respond to climate change and to improve quality of life;
- Springboard to a Green City Region, setting out the plans for making Greater Manchester one of the leading green city regions in the UK and Europe, which was produced following the Greater Manchester Green Summit held in March 2018;
- The Greater Manchester Work and Skills Strategy and Priorities (2016-2019), setting out the Greater Manchester approach to delivering a work and skills system that meets the needs of Greater Manchester's employers and residents
- The Northern Powerhouse Strategy (2016), which identifies skills, science and innovation and the development of a collaborative approach to promoting the Northern Powerhouse to foreign investors as priorities for further work by Northern Cities and Government; and
- The HS2 Growth Strategy set within the context of the above plans and demonstrates how opportunities such as HS2 and NPR will be maximised for the benefit of businesses and residents around Manchester Piccadilly and Manchester Airport.

What this means for Wythenshawe Hospital Campus

3.180 In light of this planning policy and strategic context, the Wythenshawe Hospital Campus represents a significant opportunity to contribute towards the economic, social,

environmental and health priorities for Greater Manchester, building on its significant advantages and future planning in respect of strategic transport connections and the wider sphere of influence.

Clinical Requirements

3.181 It is an opportunity to rationalise the existing facilities to enable the delivery of modern, efficient clinical facilities that incorporate the latest technology and are designed to meet the health and social care challenges of Greater Manchester, including the ageing population. In addition, there is an opportunity to co-locate these clinical facilities with a wider commercial R&D and training offering that supports the continued success of Wythenshawe's clinical strengths and expertise.

3.182 The phasing strategy for the masterplan will be designed to ensure that there is no disruption to the range of existing clinical services and facilities at the Hospital.

De-centralising Non Acute Care

3.183 There is a clear recognition in the strategy of the GMHSCP that too many people are treated in hospital when their care needs could be better met elsewhere. This places pressure on services, and is not cost efficient. In addition, it does not always deliver the best outcomes for patients.

3.184 The Wythenshawe Hospital Campus presents an opportunity to make provision for alternative models of care in the form of an element of residential use linked to the Hospital function, which could include step-down pathways for people with urgent care, rehabilitation and / or re-ablement needs, in a manner that will also contribute towards identified social objectives in local and national policy.

3.185 This may include a mix of longer-term accommodation as well as shorter-term apart-hotel style units, where patients can benefit from proximity to hospital care and easier access to home care by specialist clinicians and nursing staff.

3.186 Investing in this type of care, which is integrated within a hospital and research and development complex, is also in line with and supportive of Central Government's Industrial Strategies to address the challenges of an ageing population and growing the med-tech sector.

Sustainable Health Village

3.187 There is a prevention-focused approach to health and social care at Greater Manchester level, which is driven by primary care and an objective to integrate and lead a wider public service community-based model.

3.188 New models will look to expand the role of services like leisure and libraries, and to develop alternative community-based approaches.

3.189 Through the masterplan, there is an opportunity to create a sustainable health village, which incorporates a range of health and social infrastructure set within a green and welcoming environment that is more attractive to patients and the wider local community.

3.190 Bringing facilities together and making connections between social and medical support will help to encourage better health outcomes and strengthen communities, contributing towards established social objectives in local and national policy.

3.191 In delivering new development, there will be a focus on achieving MFT and Bruntwood's Net Zero Carbon commitment, in terms of construction, operation and

management of buildings, and delivery of care making a clear contribution to the environmental objectives of local and national policy.

Research, Innovation and Education Skills Opportunities

3.192 Wythenshawe Hospital has a strong culture of clinical research in specialities including respiratory medicine, academic surgery, academic oncology, cardiology and cardiothoracic surgery and a series of medical specialities.

3.193 It has also confirmed that it will be a centre of excellence for heart and lung services and research within MFT.

3.194 The Manchester eco-system of healthcare R&D activity also has real strength in diagnostics and MFT has launched the Diagnostics and Technology Accelerator offering industry access to resources from informatics and imaging to genomics and pathology to enable rapid clinical implementation of new technologies in practice.

3.195 There is an opportunity to support the further growth in research innovation and implementation of new technologies through the rationalisation of the estate to enable delivery of new clinical facilities, co-location of commercial R&D space and commercial training, education and potentially simulation facilities.

3.196 The Wythenshawe Hospital Campus could also provide space for new medical training facilities, which would act as a driver for academic activity, research and innovation; for example, this could include undergraduate medical facilities (of which there is currently a shortage in Manchester) and a facility for Nursing and Midwifery, where nurses are advanced clinical practitioners.

3.197 Such activity would contribute towards the delivery of established economic and social objectives within local and national policy.

Leveraging the Hospital's Strengths

3.198 There is a significant opportunity to leverage the Hospital's knowledge capital and research capabilities to deliver complementary, added-value economic growth through the masterplan, which in turn will contribute towards the continued success of the clinical facilities and delivery of the best health care outcomes.

3.199 In the context of the UK and regional market, there is a clear demand for further commercial life science space. The examples of clustering across the region demonstrate the need to cluster a range of companies working within a broad life science sector to create an unique selling point and a position on the national stage. The range of companies could include large internationals and small, local SMEs, to create value and give a location identity.

3.200 Co-locating a commercial cluster with the research and health innovation of an acute hospital gives Wythenshawe Hospital the potential to become the next life science R&D destination within Greater Manchester.

3.201 The existing clinical campus is unique. It sits within the Greater Manchester life science cluster, which itself is a strong pull for companies and is a region that competes directly with the golden triangle of Cambridge, Oxford and London. Added to this, the Hospital is an internationally renowned centre for respiratory and cardiac research and clinical services. These specialisms are a subsector of the life-science market and are a strong pull for companies. It is one of the reasons companies like Chiesi Ltd (a drug development company specialising in respiratory medicine) are located in

the south Manchester area. However, there is currently insufficient and inadequate accommodation to attract more of these types of occupier.

3.202 Delivery of a cluster of strategically located, modern, flexible and appropriately serviced commercial buildings on a clinical campus served by an international airport will attract a range of international research and development companies specialising in such fields. Manchester's track record in fostering new ideas and growth will create the nurtured environment needed to encourage spins outs and start-ups, meaning a fully integrated and collaborative business park for cardiac and respiratory companies will be created.

3.203 Further research into the Manchester market for life sciences space has proven that the anticipated demand for space across Greater Manchester will come from a broad range of users, but the key target areas include:

- Commercial R&D related to respiratory medicine research and clinical activity.
- Commercial R&D related to cardiac research and clinical activity.
- R&D activity related to diagnostics and devices across the range of clinical activity at Wythenshawe Hospital Campus.
- Training facilities for devices and surgical equipment companies.
- Requirements from businesses where there is an element of light manufacturing/prototyping space, which would be lower specification than space provided elsewhere in Manchester for the sector, and where the agglomeration benefits of proximity to the Wythenshawe Hospital Campus is identified as being important to the occupier operational requirements.

3.204 Across MFT there is a range of existing relationships and collaborations including with pharmaceutical companies, multi-national medical technology companies and other technology firms that could provide a demand base for new commercial floorspace within the masterplan.

3.205 Demand is anticipated for multi-occupancy buildings of modest scale, which are an important part of the eco-system on this type of campus, together with a product that has the flexibility to provide some smaller suites of circa 1,000 sq.ft. to enable small developing companies to utilise the infrastructure in their early stage development.

Key Worker Accommodation

3.206 An element of key worker accommodation in close proximity to the Wythenshawe Hospital Campus will play an important role in attracting and retaining talent, including medical staff and those undertaking research and development.

3.207 Whilst there is an existing supply of rental key worker accommodation locally to the site (primarily in apartments), the provision is limited and it is considered that there is scope for further accommodation that would meet both demand from existing clinical staff and future employment growth generated by the proposed commercial uses.

3.208 By incorporating this type of accommodation within the Campus, it could contribute towards delivery of affordable housing and diversification of the housing market as well as creating the opportunity for more staff to live within walking or cycling distance of the site, thereby making a contribution towards the achievement of identified economic, social and environmental objectives within local and national policy.

Issues and Constraints

3.209 To support the delivery of the masterplan, a focus on improving vehicular, cycle and pedestrian access into and around the framework area is needed to address the current perceived lack of connectivity by public transport and position it as an attractive destination for potential commercial occupiers. In addition, careful consideration will need to be given to the routeing of construction traffic associated with future development activity, so as to minimise potential impacts to local residents.

3.210 Comprehensive analysis of the existing and potential future transport and access context, together with stakeholder engagement has identified a series of fundamental principles that will inform the Wythenshawe Hospital Campus development. This includes a consideration of the timing of future changes to the transport network; and identifying interim solutions and phasing to fit with this activity.

- **Reduce the need to travel** - this will be a key component of the development and appropriate policies and infrastructure will be provided to enable remote working and conferencing.
- **Hierarchy of Travel and Travel Planning** - for those staff, patients and visitors that do need to travel, a hierarchy of travel options will be encouraged with sustainable options always taking priority. The masterplan will be cognisant of this and will adhere to the following hierarchy of importance:
 - 1) Pedestrians;
 - 2) Cyclists;
 - 3) Public Transport Users;
 - 4) Low emission cars; and,
 - 5) Cars.

- **Pedestrian and Cycle Connectivity** - the Masterplan will protect existing infrastructure and seek to build on this with new high quality pedestrian and cycle routes within the Site and extending outwards to tie into wider infrastructure.
- **Metrolink** - the Masterplan will enhance connectivity to, and maximise usage of, the existing infrastructure on Southmoor Road, whilst protecting land on the eastern side of the Site to accommodate the Western Loop when it comes forward. A new stop to serve the hospital and commercial element of the Masterplan will be supported.
- **Bus** - the Masterplan will protect and promote use of existing infrastructure near the Site until new infrastructure can be provided more centrally within the Campus.
- **Shuttle Bus** - the existing shuttle bus that provides a connection to other NHS facilities will be protected and enhanced to reduce the requirement for staff and visitors to make inter-site trips by car.
- **HS2 and Manchester Airport** - the Masterplan is future-proofed to maximise connectivity to both HS2 Stations / routes and Manchester Airport as multi-modal transport hubs, which have the ability to provide key public transport links to and from the Wythenshawe Hospital Campus.
- **Highway Network (Eastern Road)** - the Masterplan seeks to introduce a new vehicular route to the east of the Site to provide enhanced connectivity to Floats Road. This will keep traffic to the periphery of the Site.
- **Highway Network (Southern Connection)** - the Masterplan will protect a route through the Site, which could connect to the land to the south and Timperley Wedge. This would be capable of accommodating public transport, pedestrians, cyclists and vehicles.
- **Parking** – careful consideration will be required for the car parking strategy, in the context of Manchester’s priorities

on climate change and Net Zero Carbon: this will include a focus on sustainable travel planning.

- The inclusion of the option for multi-storey car parking within the masterplan will provide an opportunity to:
 - Make better use of the existing surface level car parks as plots for new clinical or commercial floorspace.
 - Identifying an optimised location for car parking, which could help to reduce highway impacts through encouraging different routes in to campus.
 - Enabling the implementation of measures such as Electric Vehicle charge points to support an improvement in air quality and reduction in carbon emissions.
 - Explore potential for the design to be future-proofed and adaptable to other uses as transport patterns evolve.

3.211 Based on feasibility work completed by Curtins, including dialogue with key transport stakeholders, it is considered that the initial phase of the masterplan is capable of being delivered in advance of changes to the strategic transport network. Delivery of new commercial floorspace could help to create a critical mass of activity to support the business case for the Metrolink Western Loop extension in particular. This would help to enhance the connectivity of the Campus and strengthen its attractiveness to commercial occupiers.

3.212 Similarly, a current issue is that the Site does not have a clear sense of place; it is primarily a functioning hospital and lacks the quality of supporting social infrastructure, public realm and permeability that is required in order to become a destination for a wider range of commercial occupiers.

3.213 A key element in the success of the Masterplan will therefore be identifying a strategy to help create a strong sense of place and to establish a range of ancillary uses that will be attractive to commercial occupiers.

3.214 This will potentially include enhanced linkages and frontages with the Roundthorn Industrial Estate, where there is scope

for further investment and diversification of industrial and commercial uses that would be complementary to Wythenshawe Hospital Campus.

DRAFT



Wythenshawe Campus Site Photos

Key Junctions & Entry Points



1. Hollyhedge - Southmoor Rd Junction



2. Southmoor Rd Hospital Campus Entrance



3. Raats Rd - Southmoor Rd Junction



4. Foot & Cycle Path Heading West Off Raats Rd



Key Plan



Wythenshawe Campus Site Photos

Key Junctions & Entry Points



5. Dobbinetts Ln Junction



6. Maternity Car Park Exit



7. Service Vehicles Route



8. Ambulance Route to A&E



Key Plan

Wythenshawe Campus Site Photos

Existing Buildings



1. The Nightingale Centre



2. Main Entrance 3



3. Outpatients Entrance 5



4. Pedestrian Route to Entrance 6



Key Plan

Wythenshawe Campus Site Photos

Existing Buildings



5. Entrance 6



6. Semi-Public Garden Outside of F Block



7. Baguley



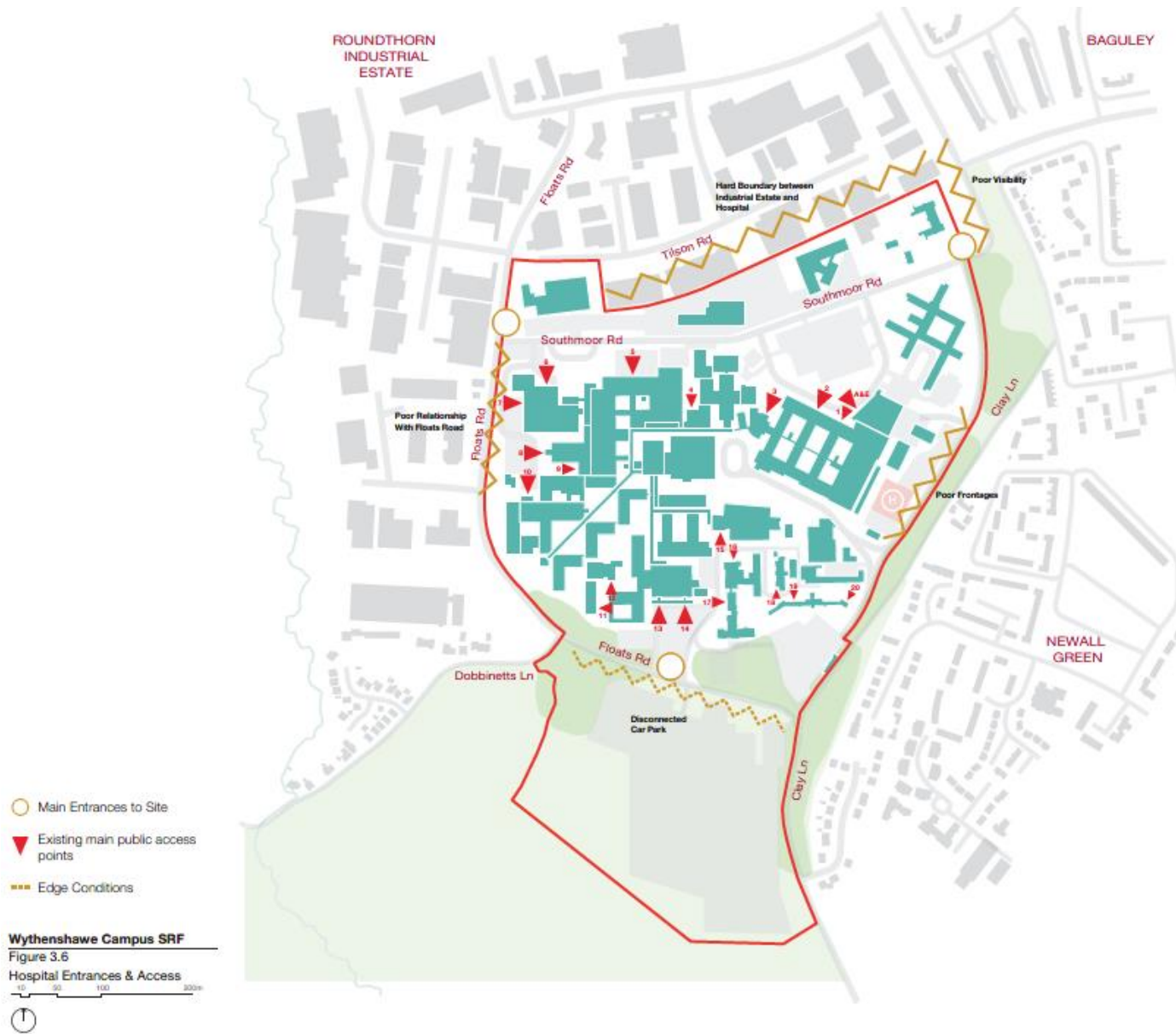
8. Accident & Emergency Entrance

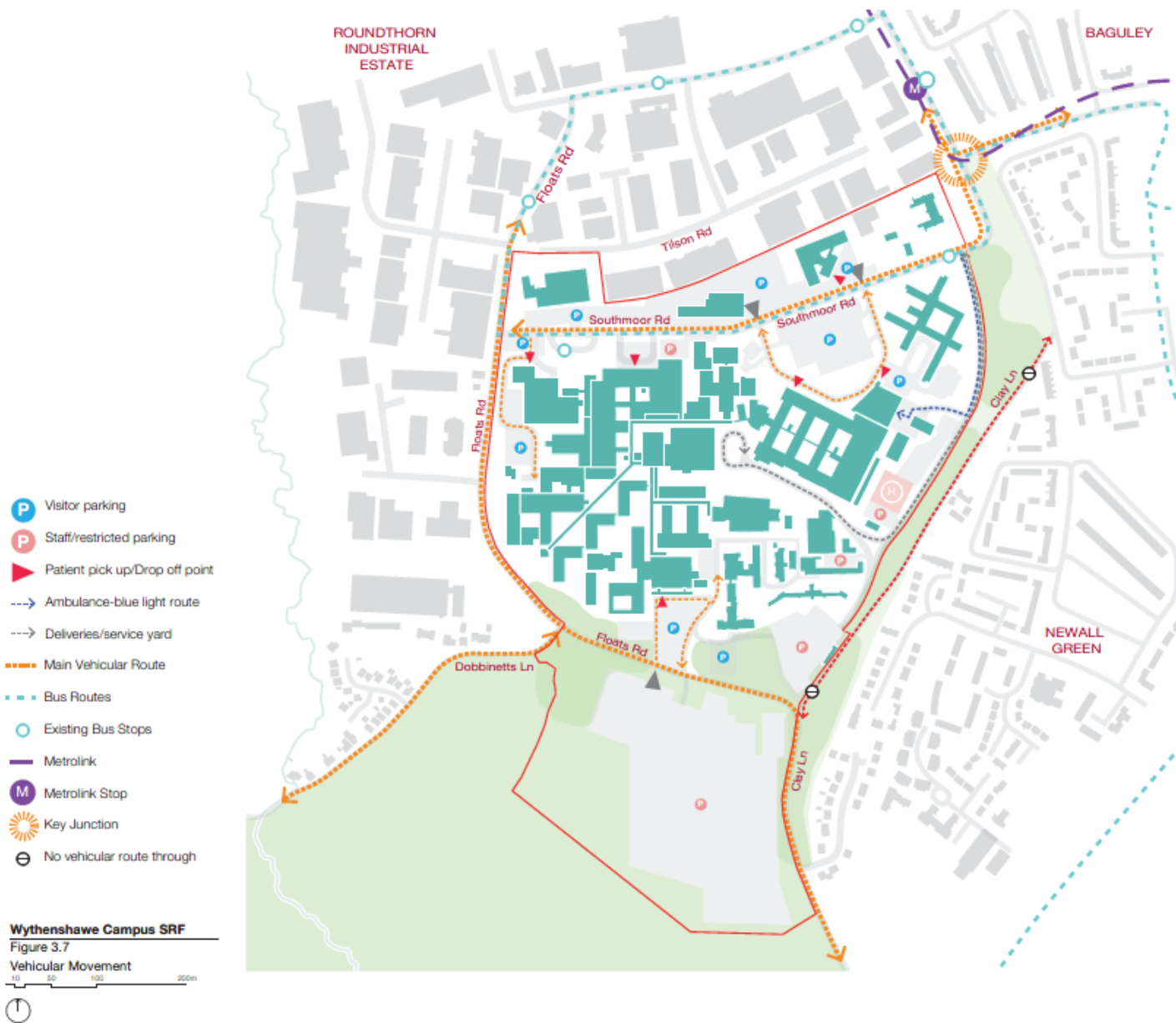


Key Plan

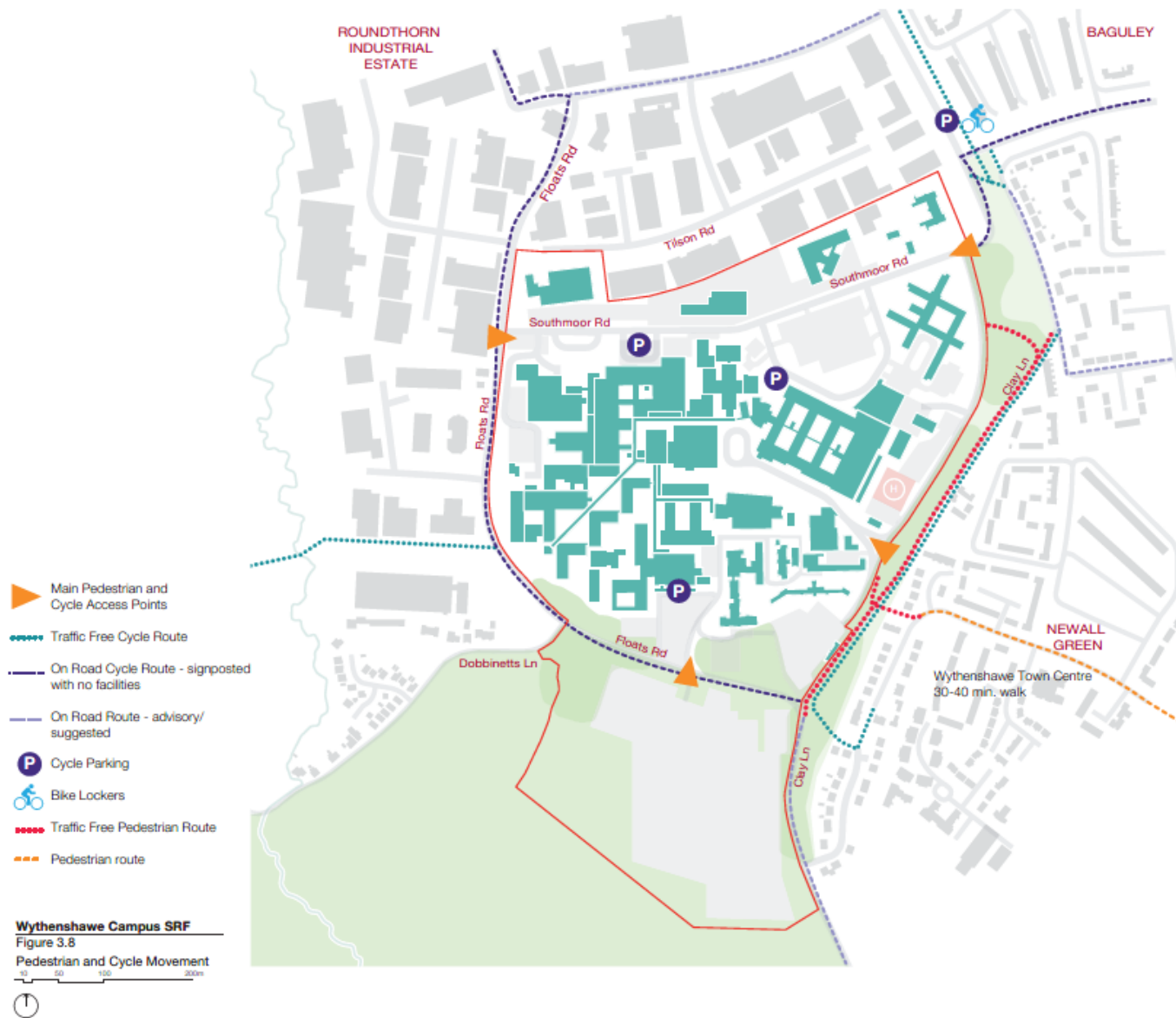


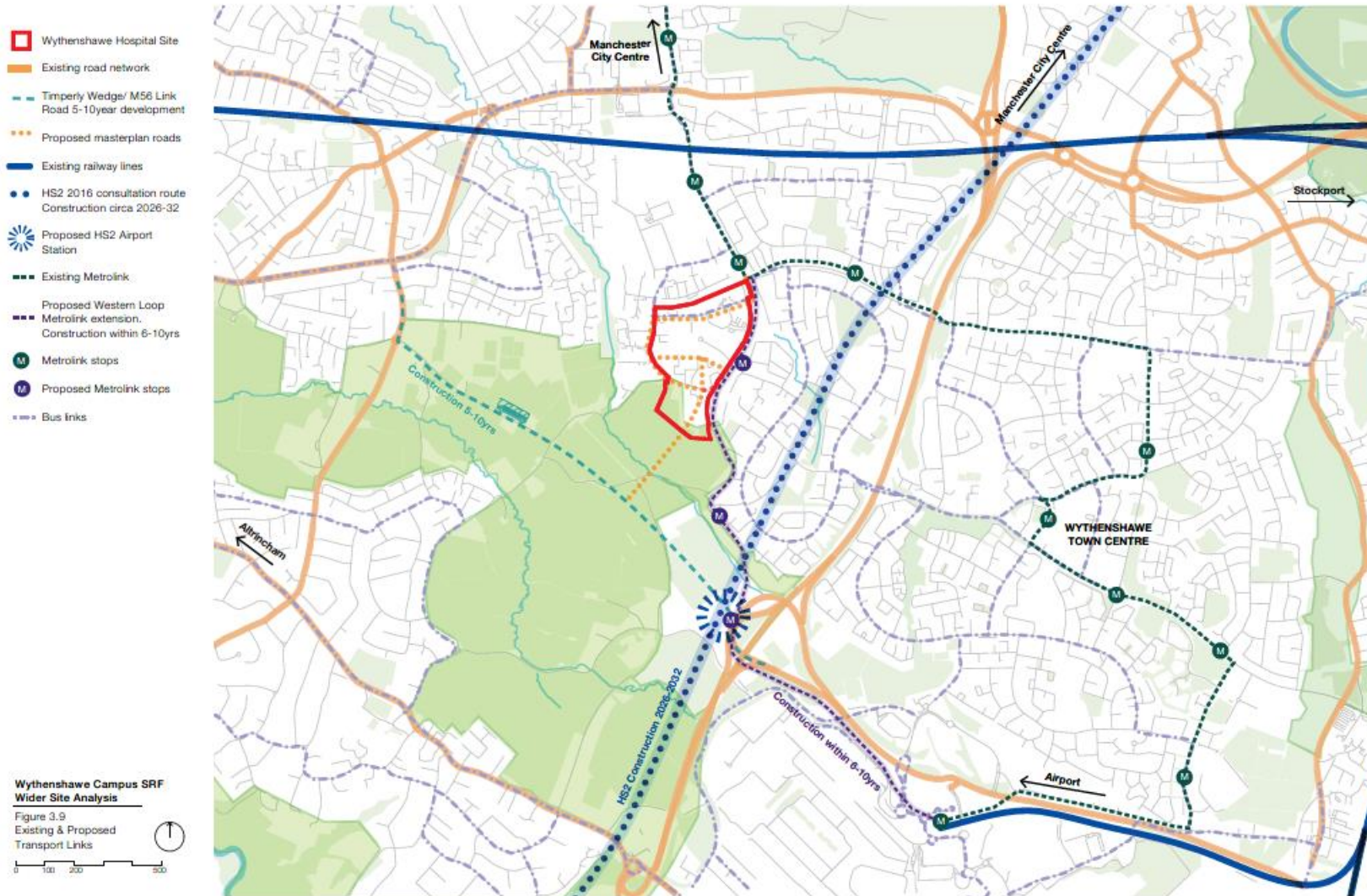


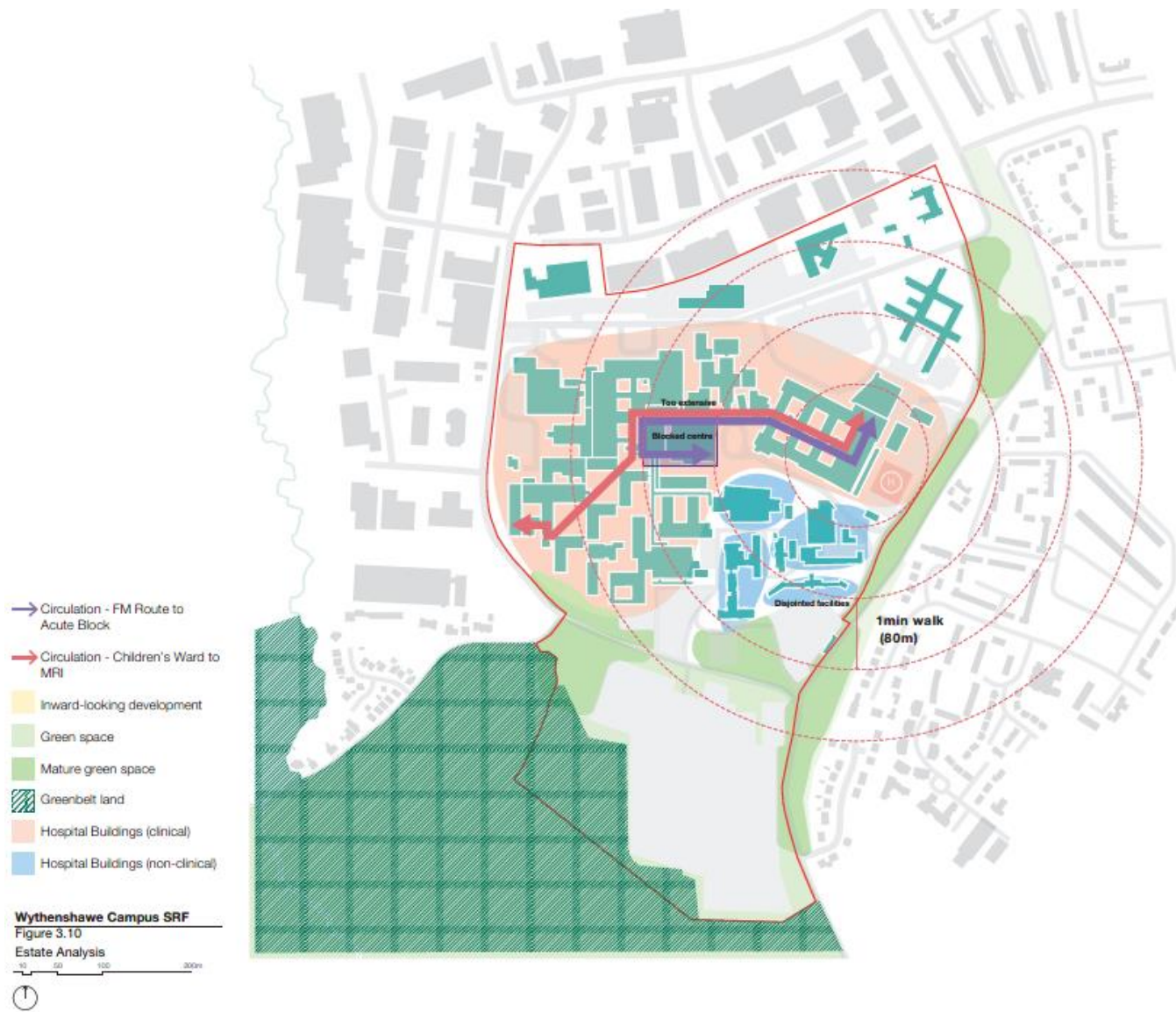


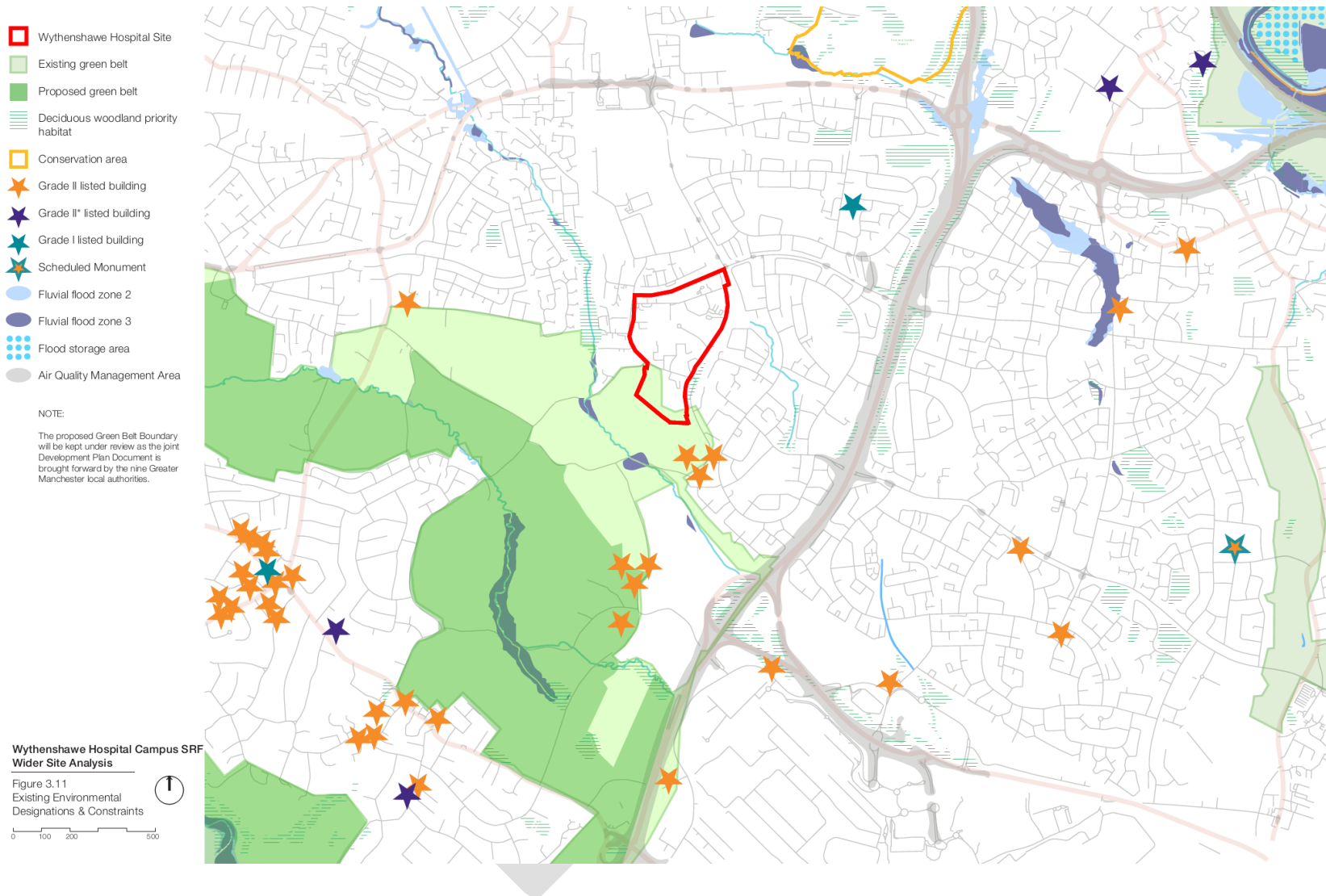


Wythenshawe Campus SRF
Figure 3.7
Vehicular Movement









4 Vision for Wythenshawe Hospital Campus

4.1 The vision is to evolve a Wythenshawe Hospital Campus that will deliver the following:

- **Exceptional Health Care and Clinical Facilities** which contribute towards achieving the strategic priorities and objectives of MFT and the GMHSCP.
- A highly **Sustainable Campus**, which delivers on MFT, Bruntwood and Manchester City Council's commitment to be **Net Zero Carbon by 2038**.
- **A Diversified Range of Uses** as part of an innovative sustainable health village in line with *Core Strategy Policy EC12*, which will include complementary research and development, office (including light manufacturing associated with the hospital R&D) and workspace buildings.

Residential use linked to the hospital function, which addresses an identified need and helps to deepen the City's housing offer could be included. If included, it should use a model that enables investment benefit to flow to the wider health system. This would be a mix of key worker housing and step-down care facilities.

Other complementary uses would include hotels, conferencing, leisure, training, ancillary retail, and multi-storey car parking provided as part of a rationalisation of land and alongside a primary focus on sustainable travel planning.

- **Supporting the Local Community** through access to jobs and skills, including the creation of employment with raised

productivity and pay in the foundational sectors such as retail and social care, as well as social infrastructure and improved health and social care outcomes.

- **A Place that is Attractive and Legible to All** for example through maximising public realm and the quality of the built environment, creating a legible arrival experience, clear entrances and easy to navigate buildings and spaces.
- Growth that is underpinned by **Effective Transport and Car Parking Strategies** to manage impacts on local communities.
- Supporting **Healthy Communities** through access to **Green Infrastructure**.
- **A 'smart' hospital** – technologically advanced and 5G enabled.
- **World-class Research and Innovation** that leverages the strengths of Manchester and Wythenshawe Hospital.
- **Globally Competitive Location** for complementary businesses to grow and thrive.
- A form of development that is complementary to and **Enables the Delivery and Growth in the Wider Sphere of Influence**, including Manchester City Council owned land, the Roundthorn Industrial Estate, Timperley Wedge and Manchester Airport / Airport City.



Figure B: Wythenshawe Hospital Campus SRF - Indicative Sketch 2 (Source: BDP)

5 Overarching Development Principles

Land Uses

- 5.1 Wythenshawe Hospital Campus could appropriately become a sustainable health village, leveraging its strengths and advantages in terms of clinical, research and innovation excellence to make a significant contribution to Greater Manchester's identified health and social care priorities, as well as established economic, social and environmental objectives within local and national policy.
- 5.2 Primary land uses include the retention of the main hospital function, together with new commercial and workspace buildings with potential for laboratory facilities or other light manufacturing uses, which are designed to support the commercialisation of research in life sciences and health care sectors in line with **Core Strategy Policy EC12 University Hospital South Strategic Employment Location**. The masterplan proposal is based on maintenance of existing services and bed numbers, with more flexible space enabling MFT to better respond to situations such as the current Covid-19 pandemic in the future.
- 5.3 As part of this mix, an element of educational use would also be an appropriate land use where this supports the priorities for the Wythenshawe Hospital Campus.
- 5.4 Appropriate uses could also include ancillary leisure and retail, which would contribute towards the creation of a destination and enable co-location of services to promote improved health outcomes as well as strengthening the foundation economy. This includes café, hotel, conference, gym and other sports uses. Consideration will be given to potential for independent and local companies to form part of the overall mix.
- 5.5 These types of uses could also be important in helping to create active ground frontages, which would promote vibrancy and a sense of community.
- 5.6 Multi-storey car parking (MSCP) could be an appropriate use subject to meeting the criteria set out at paragraphs 5.44 to 5.54.
- 5.7 Wythenshawe Hospital Campus is not considered to be a location for general residential use. However, there is a clear opportunity to provide an element of residential use within the overall mix that is linked to the hospital function, which would contribute towards achieving a balanced supply in accordance with **Core Strategy Policy H1 Overall Housing Provision**. This could include key worker homes for hospital staff, extra care and step-down facilities. Further research and engagement would be carried out by MFT and Bruntwood to refine the residential mix in advance of any planning application being brought forward, including consideration of demand and need.
- 5.8 In bringing forward this type of residential use, it would be necessary to demonstrate within a planning application how

the investment benefit would flow back to the wider health and care system.

- 5.9 Any residential development proposed must be fully compliant with Manchester's Residential Quality Guidance (RQG) and this would need to be demonstrated clearly within the application documentation.
- 5.10 Figure 5.5 illustrates the proposed distribution of land uses across the Wythenshawe Hospital Campus Masterplan; clinical uses would continue to be focused to the north, with the centre of the Site becoming a destination for commercial activity and the south potentially an area of residential-led uses linked to the hospital function and integrating with existing residential areas of Wythenshawe and potential future development at Timperley Wedge (subject to separate processes required to remove land from the Green Belt).

Maximising Local Opportunities from Development

- 5.11 MFT and Bruntwood are both employers of significant numbers of Greater Manchester residents and there is clear scope for continued action in respect of social value and opportunities for local communities.
- 5.12 Future planning applications should demonstrate how development could maximise these opportunities, including through the use of local labour agreements for the construction and operational phases of development, and potential for better linkages in respect of apprenticeships, in line with **Core Strategy Policy EC10 Wythenshawe (Employment)**. It is anticipated that the new commercial floorspace could create between 1,500 and 3,000 new jobs.
- 5.13 This could include a range of roles from clinical and research, commercial through to estates and facilities, retail and

hospitality opportunities that a key focus for improvement in the foundation economy.

- 5.14 Consideration ought to be given to opportunities for wider contribution to social value, for example through working with local community organisations to provide access to, and use of, facilities, training and education, and green spaces within the Wythenshawe Hospital Campus.
- 5.15 As part of the commitment to delivering a more sustainable campus, there is also scope to consider changes in approach to supply chain management and procurement, with a view to focusing more on local suppliers and those that provide training and opportunities for local people.

Scale and Density

- 5.16 Figure 5.6 illustrates the approach to scale and density within the Wythenshawe Hospital Campus.
- 5.17 There is an opportunity to increase the scale of new development, with an appropriate height datum for buildings potentially being between 9 and 21 metres. This would help to achieve an improved density within the framework area and help maximise its contribution to the economic growth in line with **Core Strategy Policy EC10 Wythenshawe (Employment)** and health and social care objectives of Greater Manchester.
- 5.18 To the south and east, development ought to respond to the lower rise scale of the existing residential neighbourhoods and the open nature of green space and fields; in this location it is considered that a height of between 9 and 15 metres would be appropriate, subject to appropriate design and inclusion of landscaping and green space.

Transport and Travel Planning

- 5.19 Transport and travel planning for the Wythenshawe Hospital Campus would need to work at both the site level and in the context of the future development in the wider sphere of influence.
- 5.20 As described within Section 3, there is also an evolving picture in terms of the highway and public transport network, which ought to be reflected in the development principles and the need for interim approaches.
- 5.21 A transformative shift to sustainable transport modes in line with **Core Strategy Policy T1 Sustainable Transport** is also important for sustainability and health, for example in terms of improving poor air quality (which has a negative effect on health) and encouraging physical activity.
- 5.22 Future development ought not to be designed around use of the private car and, in addition to the principles outlined below, consideration could be given to bridging gaps in the current public transport infrastructure, for example through the use of shuttle buses, in future travel planning.
- 5.23 The following hierarchy of travel and travel planning ought to be considered as the Wythenshawe Hospital Campus Masterplan is brought forward:
- **Reduce the need to travel** – through use of policies and infrastructure to encourage remote working and appointments where appropriate.
 - For those that do need to travel, consider the following **hierarchy of importance**:
 - Pedestrians.
 - Cyclists.

- Public Transport Users.
- Low emission cars.
- Cars.

Metrolink

- 5.24 The Campus is served by the existing Metrolink route between Manchester Victoria and Manchester Airport.
- 5.25 The potential future Western Loop Extension is currently proposed to track immediately to the east of the campus and has the potential to further enhance accessibility to areas across Greater Manchester through provision of new stop(s) adjacent to the site.
- 5.26 Figure 5.2 shows the currently proposed route and indicates the preferred location of the new stop(s).
- 5.27 The layout of new development would need to be designed to protect and connect into this route, which is shown in the Transport and Works Act Order.
- 5.28 Given the wider sphere of influence and the potential for further development across a mix of uses to the south of the Jurassic Car Park and at Timperley Wedge, as well as the delivery of HS2, a number of stakeholders have identified a possibility for revised routeing of the extension and stop(s) to better support this future development and connection into the future proposed HS2 Manchester Airport Station.
- 5.29 This revised routeing would form a more logical desire line tracking westwards and north to south through the heart of the future development sites, which would also have the benefit of creating more attractive and connected development plots and aligning with the wider proposed

transport corridor (and any associated utilities and other infrastructure).

- 5.30 This would be dependent on timing of delivery of all schemes, which is currently not confirmed. It is acknowledged that there will be a requirement for on-going stakeholder engagement as part of any plans to re-route the Metrolink Western Loop Extension.
- 5.31 Figures 5.2 and 5.7 provides an indication of how the Wythenshawe Hospital Campus masterplan could adapt to accommodate this revised routeing and the improved development plots that could be formed as a result.

Enhanced Bus Infrastructure

- 5.32 Bus access would continue to be important and there is an opportunity to improve and future-proof infrastructure to enhance visitor and staff sustainable access as the campus layout is reconfigured and vehicle movement is defined.
- 5.33 This could include a "Bus Station" within the campus, which consolidates existing stops and creates a clear destination, together with electric vehicle and fast-charging facilities. Consideration will be given to potential to expand the existing shuttle bus service operated by MFT.
- 5.34 In addition, when considering the wider sphere of influence, there is future potential for the masterplan to connect into the proposed future strategic bus corridor forming part of the proposed Timperley Wedge allocation, which is identified as a requirement to improve east to west linkages between Altrincham, HS2 and Manchester Airport.

HS2 Rail

- 5.35 The proposed HS2 Railway runs to the east of the Wythenshawe Hospital Campus and is proposed to have a station circa 4km to the south at Manchester Airport adjacent to the M56; this would further enhance the accessibility of the Site through creation of a second multi-modal transport hub (alongside Manchester Airport).
- 5.36 A new road link would be required to connect the strategic highway network to the Manchester Airport HS2 Station; there is currently no information about the location or design of the access and / or link road but this could also create opportunities for future development to the south of the Site in later phases through enhanced strategic road networks.

Highway Network

- 5.37 The existing network and access to the north of the Wythenshawe Hospital Campus is functioning well and is not significantly congested; this is likely to continue to be the primary vehicle access as shown on Figure 5.2.
- 5.38 Notwithstanding this, future planning applications would need to consider the impact of development on the capacity of key junctions in the vicinity of the site, including along Southmoor Road Corridor and Floats Road Corridor.
- 5.39 A new link on the eastern side of the masterplan between Southmoor Road and Floats Road may help to alleviate some of the impact of development traffic through the creation of a more attractive route to and from the north.
- 5.40 Roads to the south do experience congestion, including Junctions 5 and 6 of the M56. Junctions 6 to 8 of the M56 are proposed to be upgraded to SMART Motorway with works

having recently commenced and scheduled to complete in spring 2022.

- 5.41 Future planned development, including at Manchester Airport, Timperley Wedge and the potential connection at Junction 6 of the M56 to HS2 Manchester Airport Station, is likely to place further pressure on this strategic route. On-going collaborative work is likely to be required with a range of stakeholders as part of future proposals for the strategic road network.
- 5.42 Feasibility and modelling work would be needed to test the capacity of the strategic network for future development and identify modifications or enhancements that might be required to facilitate these schemes. This would be an on-going process.
- 5.43 This could potentially generate alternative access options to the south for Wythenshawe Hospital Campus in the future and new development would be designed so as not to preclude the possibility of using these.

Car Parking Strategy

- 5.44 With Manchester's significant levels of investment in public transport provision and shifting attitudes of people towards commuting and travel, there is a desire to gradually reduce travel by car.
- 5.45 The Wythenshawe Hospital Campus would be developed in line with a campus-wide sustainable travel plan, which would provide a framework to improve sustainable transport choices by staff and visitors in line with **Core Strategy Policy T1 Sustainable Transport**.
- 5.46 Each individual future planning application in relation to the framework area would then also be supported by a detailed

Travel Plan, which provides for the incorporation of sustainable transport choices, aligns with the campus-wide plan and demonstrates for that scheme how it could deliver overall benefit and improvement comparative to the existing situation. Monitoring of the Travel Plans would be secured through an appropriately worded planning condition attached to any planning permission for future development.

- 5.47 Recent travel to work analysis (as described in Section 3) identifies that more than 50% of staff (1,500 employees) live within 5km of the Site. Use of local employment measures including local labour agreements through the planning process, could further increase this proportion as employment numbers grow and thus further reduce the demand for car parking.
- 5.48 Whilst there is a clear focus on sustainable transport to reduce reliance on the car, it is likely that there would be demand for car parking from staff, patients and visitors.
- 5.49 Given the nature of activity at the Campus, an element of retained car parking would be an important aspect of the offer, in terms of attracting and retaining the best staff and talent, and creating a high quality patient experience.
- 5.50 In order to compensate for the loss of surface car parking, and to assist with the rationalisation and place making strategy for the Wythenshawe Hospital Campus, the provision of car parking through carefully designed and located multi-storey car parks (MSCP) is likely to be required.
- 5.51 Where new car parking is provided, it ought to incorporate a proportion of bays for disabled users in line with guidance set out at Appendix B Parking Standards of the Manchester Core Strategy and electric vehicle charging points, together with options for fast-charging, motorcycles and cycles.

- 5.52 The design of new MSCPs would need to consider options for future-proofing, for example potential conversion to alternative appropriate uses in the event that reduced demand is evidenced.
- 5.53 As part of the overall car parking strategy, consideration would be given to the potential for displacement of car parking to local streets.
- 5.54 An audit of the existing on-street parking arrangements in the vicinity of the Site, including any Resident Parking Zones (RPZ), would be required to inform an assessment of whether there is a requirement for amended or new resident parking controls to ensure that local residents are able to park near their homes and to facilitate the management of on-street car parking.

Local Connections

- 5.55 New and enhanced pedestrian and cycle routes would help to reinforce connections from Wythenshawe Hospital Campus into the existing residential community to the east and the Roundthorn Industrial estate to the north and west.
- 5.56 Linkages could be strengthened by addressing the building frontages on key routes, which are currently inward facing and turn their back on surrounding neighbourhoods.
- 5.57 There is potential for improved connection into the existing Airport City Cycle Route, which utilises Floats Road to the south and west.
- 5.58 The Bee Network does not currently extend to the framework area, but consideration could be given to connection into this if future opportunities arise; in addition, there is an opportunity to improve connections through work in the wider area being progressed through the Active Travel Fund.

5.59 New development would be designed so as to protect the opportunity for strong connections into the wider sphere of influence as it develops, including the proposed allocation of land at Timperley Wedge.

5.60 Figure 5.3 identifies potential pedestrian and cycle connections.

Wayfinding and Legibility

5.61 The existing estate lacks a clear front entrance and is challenging to navigate, particularly with the obstacle of dense building form at its heart. It does not have a clear identity and is primarily a functional environment.

5.62 An important component of the masterplan is therefore to establish a set of principles that support the Wythenshawe Hospital Campus to become a destination in its own right.

5.63 The long term vision is for the orientation of the campus to be reversed through new development, focusing clinical and commercial activity to the south and the main hospital entrance located at the centre of the Site and facing southwards.

5.64 This would enable the heart of the Campus to become a place for people, with more generous open space that creates an attractive pedestrian environment and encourages interaction and activity.

5.65 Establishment of this primary entrance, with rationalisation of multiple existing entrances, together with a clearer hierarchy of routes into and within the campus could provide clarity for people arrival and movement.

5.66 A new pedestrian and cycle route could be created leading from the heart of the Campus west through new commercial

and clinical buildings and linking to the existing residential neighbourhood as a strong new connection.

- 5.67 The link could connect into Clay Lane, an existing route that is access only for vehicles and leads to the Metrolink stop at Roundthorn; proposals for the Metrolink Western Leg Extension show a potential future stop at the Clay Lane interface with the Campus in this location.
- 5.68 There is potential for legibility and wayfinding to be further enhanced through the introduction of good quality signposting and the use of ancillary leisure and retail uses.
- 5.69 Active uses could help to create clusters of vibrancy within the Campus and onto key frontages, such as Tilson Road to encourage permeability to Roundthorn Industrial Estate.
- 5.70 The strategy is likely to evolve as development comes forward on the Campus and in the wider sphere of influence, and new and enhanced connections could be created to link the Campus into these neighbourhoods.
- 5.71 Interim measures ought to be considered as the masterplan is developed out and in advance of development in the wider sphere of influence, which could include temporary signposting and pop-up spaces and activity to encourage alternative movement patterns.

Public Open Space

- 5.72 New and enhanced public realm could be provided as part of the place-making strategy as development is delivered across the Wythenshawe Hospital Campus, this could give staff, patients, visitors and local residents access to a range of open space and recreational opportunities that could contribute towards improved health and well-being outcomes.

5.73 This could include areas of open space, sport and recreation facilities and access to green infrastructure, including in the form of green views looking out of the buildings for patients who are unable to leave their beds.

5.74 Figure 5.4 provides an indication of the strategy that could be implemented for public open space.

Ecology and Biodiversity

- 5.75 New development could provide opportunities for contribution to Manchester's Green and Blue Infrastructure Strategy (as set out within Manchester's Great Outdoors (July 2015) and **Core Strategy Policy EN9 Green Infrastructure**), including through identifying opportunities for soft landscaping and tree planting, which could help to create green corridors connecting into existing and future green space and parks.
- 5.76 There may be opportunities to re-purpose underutilised areas, such as roofspace and walls with improved green space and wildflower areas.
- 5.77 Improved green infrastructure could also make an important contribution to better air quality and achieving net zero carbon development, through use of planting that is capable of removing carbon from the air, as well as making development adaptable to climate change for example through inclusion of sustainable drainage systems.
- 5.78 This could also provide opportunities for the delivery of social value, for example through the opening up of new spaces and green areas to the local community and through initiatives that could attract local schools and other community groups to engage with the spaces and their management.

Air Quality

- 5.79 Effects on air quality ought to be managed to the highest standards of best practice during the construction period and operational phases of all new development.
- 5.80 **Core Strategy Policy EN16 Air Quality** requires developers to take measures to minimise and mitigate the local impact of emissions from traffic generated by development, as well as emissions created by the use of the development.

Water Resources and Sustainable Drainage

- 5.81 Any future planning applications should be supported by a site-specific flood risk assessment and drainage strategy.
- 5.82 Sustainable Urban Drainage Systems (SUDs) ought to be incorporated into the design of new development; a strategy that clearly sets out how SUDs will be managed and maintained would be needed for future planning applications in accordance with **Core Strategy Policy EN14 Flood Risk**.
- 5.83 Opportunities for reduction in water usage could also be explored, for example through use of Internet of Things technology and sensors to track flushing of pipework.

Net Zero Carbon and Sustainability

- 5.84 MFT has joined other organisations and healthcare institutions across the country in declaring a climate emergency, supporting the recent declaration made by the GMHSCP committing to far-ranging action to reduce carbon emissions and avert predicted illness and disease.
- 5.85 MFT's SDMP sets out the vision, strategy and objectives for delivering sustainable healthcare across the city of Manchester, Trafford and beyond and is underpinned by annual delivery plans and progress reported in the annual

report. It sets a five year carbon budget, with the aim for a 33% reduction in carbon emissions by 2023/4 compared to the 2017/18 baseline.

- 5.86 The strategy is established around four core themes, which include:
- **Environment** – improving environmental efficiency across the MFT estate and using resources more efficiently.
 - **Health** – supporting the health and wellbeing of patients and staff by providing health spaces and empowering healthy choices.
 - **Future** – increasing the resilience of MFT and its assets to future demands and pressures.
 - **Community** – enhancing MFT's role and impact in the community by thinking and working beyond the boundaries of the hospitals and health centres.
- 5.87 Achievements to date include:
- One of the first NHS Trusts to introduce a 'Green Impact and Green Rewards' scheme, to encourage learning and proactive behaviour changes that staff can make in their everyday work and home life.
 - Reducing carbon footprint by 5% per patient contact since the baseline year of 2013/14.
 - Achieved Excellence in Sustainability Reporting for 2015/16 and 2016/17.
 - Multiple awards including: Health Business Awards: Sustainable Hospital 2018, Green Apple: Health Sector Overall Winner 2018, 2018 Gold Travel Choices Award from TfGM, 2017 Winners in the Environmental Improvement Category at the Health Business Awards.

- 8% reduction in single occupancy car journeys against the 2015 baseline and a 5% increase in active travel.
 - £400,000 invested in energy efficiency since 2017.
 - 80 tonnes of CO2 and £166,000 saved through the reuse network Wrap it since 2015.
 - Honeybee hives on the roof of MFT headquarters since spring 2017 (average of 8), supported by trained staff beekeepers.
 - 5,000 sustainability actions completed through the staff engagement programme, Green Impact.
 - Undertaking pioneering work to reduce the use of gases used in anaesthetics, which are currently harmful to the environment.
 - Provision of electric vehicles within the in-house transport fleet.
- 5.88 Similarly, as outlined in Section 1, Bruntwood is part of the MCCB and has committed to achieving a zero carbon future, together with the pledge to the GBC Net Zero Carbon Commitment.
- 5.89 Development of the Wythenshawe Hospital Campus could appropriately promote a sustainable development, including through the maximisation of its locational advantages and proximity to public transport nodes, as well as building design, promotion of health and well-being, place-making and enhanced connections.
- 5.90 A holistic approach to sustainability could be developed, which includes consideration of:
- People and buildings.
 - Building strategies.
 - Organisational behaviour.
 - Off-set contribution only where necessary, for example City of Trees or through contribution to local social value initiatives such as addressing fuel poverty through improved insulation of homes.
- 5.91 In delivering new development, opportunities to reduce carbon through increasing low and zero carbon energy where feasible (**Core Strategy Policy EN5 Strategic Areas for Low and Zero Carbon Decentralised Energy Infrastructure**), reducing energy demand and improving efficiency could be considered. It should also be adaptable to climate change (**Core Strategy Policy EN8 Adaptation to Climate Change**).
- 5.92 Development must have regard to the requirements of the Manchester Climate Change Framework adopted in February 2020.
- 5.93 New buildings ought to be designed so that they are flexible and adaptable to meet changing demands, including consideration of new technologies and working practices.
- 5.94 New development ought to provide better facilities for those who cycle, walk or run to work or place of study, including secure cycle parking, showers, changing and storage facilities.
- ### Developing a Net Zero Carbon Strategy
- 5.95 MFT and Bruntwood are working with the masterplanning team to develop a Wythenshawe Hospital Campus Net Zero Carbon Framework and Action Plan, which could provide a route-map through which Net Zero Carbon could be achieved through construction and operation of the Campus Masterplan.

5.96 This work will build on the SDMP and has been further galvanised by the SRF and thinking about future potential of the built environment within the Campus.

5.97 An initial workshop was held on 6 February 2020, with representatives from MFT, Bruntwood, and technical consultants including Hoare Lea, RLB, Curtins and Deloitte.

5.98 The Zero Carbon Framework and Action Plan is proposed to be developed to include the following:

- Overarching sustainability goals.
- Case studies, covering hospital, commercial and residential development – including example development projects and sustainability schemes such as Design for Performance and NABERS.
- Energy and Water.
- Embodied Carbon (Design and Construction).
- Sustainable Travel.
- Health and Well-being.
- Green Space and Biodiversity.
- Waste, Resources and Circular Economy, for example waste prevention at source (working with procurement team) and re-use of materials and furniture, which could also provide social value opportunities through a repair café or workshop.
- Social Value.
- Sustainable Care, for example exploring scope for digital appointments where feasible to reduce travel impacts, looking at alternative options for propellant gases in clinical care and equipment.

5.99 The Net Zero Carbon Framework and Action Plan is proposed to be developed so that in the future it can be used as a framework through which planning applications can be presented.

Managing Operational Requirements

Future-proofing Access for Emergency Vehicles

5.100 A critical operational requirement for the Wythenshawe Hospital Campus is the protection of access at all times for emergency vehicles to the retained Accident & Emergency (A&E) building at the east of the estate.

5.101 New development would have to be designed so as not to impede that access or fetter options for potential future access points that might be beneficial in the operational management of the estate.

5.102 Initial transport feasibility studies indicate that there might be potential for relocation of the Service Access to the north, with a route directly off of Southmoor Road. Public access to A&E would remain from Southmoor road. Emergency vehicle access to A&E would be retained in its current location, with the potential addition of access from the south via a new eastern link road.

5.103 This would enable the upgrade of this route to all vehicles to serve western and southern areas of the Wythenshawe Hospital Campus in the later phases of the Masterplan.

Segregation of Accident & Emergency Facilities

5.104 Rationalisation and reconfiguration of the estate would enable the retained existing A&E building to operate in a way that segregates flows from the main hospital entrance, creating an opportunity for enhanced operational efficiency and a more calming environment.

Design Excellence

- 5.105 New buildings and spaces would need to demonstrate architectural and urban design excellence and help to create an architectural identity for the Wythenshawe Hospital Campus, as well as providing high quality environments for staff, patients, visitors, commercial and residential occupiers in accordance with **Core Strategy Policy EN1 Design Principles and Strategic Character Areas** and **Policy DM1 Development Management**.
- 5.106 Buildings could incorporate new technologies and innovations that would help to facilitate excellent care and research, as well as enhanced working and living environments.
- 5.107 Precedent images and sketches produced by BDP and provided as Appendix 1 help to illustrate the design aspiration for the Wythenshawe Hospital Campus.

Key Views

- 5.108 Key short-range views of the Framework Area are illustrated on Figure 3.4.
- 5.109 Future planning applications should demonstrate how the design, height and siting of new buildings has been developed in response to views into the Wythenshawe Hospital Campus from key locations and within the site itself, to secure a positive contribution to the townscape.

Sense of Place

- 5.110 The existing estate has a limited sense of place as a collection of hospital buildings and internal vehicle routes; there is an opportunity through the introduction of new built form, uses and open space to create a more distinctive destination that could also play a role in the improved health and well-being of those that experience it.

5.111 To support this objective, ancillary amenity uses such as leisure, retail and community uses could be encouraged to create clusters of activity and help to provide vibrancy and visual interest.

5.112 Over time, as the estate is reconfigured, there could be opportunities to create larger areas of open space and give priority to pedestrians and cyclists in a high quality environment.

5.113 There may be opportunities for outdoor sport and recreation activity to generate animation and contribute towards a sense of place that reflects the aim of enabling positive health and well-being outcomes.

Managing Local Impacts

5.114 The Wythenshawe Hospital Campus would continue to be subject to a comprehensive management regime, to ensure that buildings and spaces are operated in a way that minimises potential impacts to the local community in line with **Core Strategy Policy DM1 Development Management**.

5.115 This includes implementation of strategies in relation to vehicle movement and access, management of public realm and open spaces and designing new buildings to meet relevant criteria in terms of microclimate factors such as noise, air quality, sunlight daylight and wind.

5.116 Similarly, careful consideration will be given to management of potential impacts during the construction phase, including through the use of Construction Management Plans submitted with each future planning application, to set out measures to manage noise, air quality, transport and other impacts. This will include consideration of appropriate routing for construction vehicles. Routes will be kept under review with

stakeholders during masterplan delivery, reflecting any changes in the wider strategic highway network that might result in new or improved construction traffic routes becoming available. This will be captured through appropriately worded planning conditions as part of permission for future development that are granted. Clear and consistent messaging will be required for the local community and users of Wythenshawe Hospital to explain continuity of services and revised access arrangements during construction activity.

Safety and Security

5.117 Development ought appropriately to be designed to create a safe and secure environment using the principles of "Secure by Design" or an alternative equivalent scheme (such as SABRE, a BRE security risk management accreditation) in accordance with **Core Strategy Policy DM1 Development Management**.

5.118 New development could be orientated to ensure animation key pedestrian and cycle routes into and around the framework area, facilitating increased natural surveillance of these areas.

Inclusive Access

5.119 Development ought to be accessible to all and designed so as to provide a welcoming and safe environment in accordance with **Core Strategy Policy DM1 Development Management**.

Spatial Principles for Wider Sphere of Influence

5.120 Figure 5.7 illustrates the Wythenshawe Hospital Campus within the future state wider sphere of influence.

5.121 The future expansion plot to the south of the Jurassic Car Park could be suitable for commercial-led, office use and supporting ancillary retail and leisure subject to the adoption of the joint DPD and confirmation of its allocation for these land uses /subsequent removal of all relevant land within that area from the Green Belt.

5.122 This plot is likely to be a longer term development opportunity and it may require the delivery of the HS2 railway and station to facilitate the sustainable transport access that would make it an attractive investment location.

5.123 Development would be designed to integrate with the Wythenshawe Hospital Campus, in terms of physical and functional connections.

5.124 The focus for Roundthorn Industrial Estate will continue to be improved performance and function, and enhanced access and permeability into and around the estate.

5.125 This could be achieved through provision of more attractive pedestrian routes and actions to address on-street car parking as well as replacement of poorer quality buildings as they reach the end of their useful life.

5.126 Consideration could be given to the inclusion of active ground floor frontages to new buildings as and when they are brought forward.

5.127 The primary use of the estate would continue to be light industrial or manufacturing with some office; there is clear potential as new development comes forward to target occupiers that are complementary to the Wythenshawe Hospital Campus, for example office, or manufacturing aligned to science and healthcare.

5.128 Timperley Wedge would be suitable for residential and employment-led use, comprising circa 2,400 homes and circa 60,000 sq.m. of office floorspace together with transport, community and environmental infrastructure, subject to the adoption of the joint DPD and confirmation of allocation for this quantum of development / removal of all relevant land within that area from the Green Belt.

5.129 This would include new green spaces that could be linked into the Wythenshawe Hospital Campus and would help to create a physical connection and good permeability between the developments.

Public Benefits

The Wythenshawe Hospital Campus SRF has the potential to deliver significant public benefits to the residents of Wythenshawe, Manchester and the wider City Region.

Wythenshawe

5.130 Economic benefits would include:

- Creation of temporary employment opportunities during construction phases and commitment to provide access to local residents through local labour measures, which would be captured through appropriately worded planning obligations as part of future planning applications.
- Creation of a range of employment opportunities within key growth sectors of life science and health, as well as the foundational economy including retail, education and social care, and commitment to provide access to local residents through local labour measures.
- Review of supply chain management and the opportunity to identify and procure local suppliers where feasible.

5.131 Social benefits would include:

- Delivery of an accessible Campus and sustainable health village, which is integrated into the local community in ways that will help to improve the local population's health and well-being.
- Development of new and improved treatments and modes of care, from which residents can directly benefit through proximity to the Campus.
- Step down care facilities that will enable local residents to benefit from treatment in an environment outside of hospital where their needs may be better met.
- Potential for affordable key worker housing, which would be accessible for local residents working at the Campus.
- Access to new leisure and recreation uses.
- Opportunities for improved engagement with the local community, through education and training, and encouragement to use the new facilities, including open space and recreation areas.

5.132 Environmental benefits would include:

- A framework within which to target Net Zero Carbon for the clinical, commercial and residential buildings, in terms of construction and operation.
- New and enhanced open space, which connects to existing and future green infrastructure and creates opportunities for improved biodiversity.
- Implementation of further travel planning measures, which will secure improvements to sustainable transport use, air quality and reduced carbon emissions.
- Exploring strategies for the reduced use of the private car and improvements in terms of air quality and noise.

Manchester and City Region

5.133 Benefits for Manchester and the City Region would be similar to those for Wythenshawe, but would also include:

- Continued strengthening of Greater Manchester's position as a leader in clinical research and innovation particularly in respect of heart and lung services, and commercialisation of research that attracts companies and employers in key growth sectors.
- Delivery of economic growth and employment as a result.
- Attraction and retention of talent seeking to work in a leading clinical and commercial environment, with associated spend in the wider Manchester economy.
- The opportunity to contribute towards the objective of pay and working conditions in the creation of new jobs within the foundational economy, including retail, education and social care.
- Contribution to the objective of transforming the health of the Greater Manchester population through a campus approach that supports the delivery of safe, consistent and affordable health and social care.
- Improvements that help to raise the health level of residents who have historically suffered from poor health and mean that they are better able to become fit for work, get better jobs and stay in work for longer.

Phasing and Delivery

Indicative Development Phasing and Infrastructure

5.134 The principles set out in this SRF have been designed with a 10 to 15 year delivery plan in mind – outlining the opportunities that would help the Wythenshawe Hospital Campus to grow in a manner that would create maximum

health care and economic benefits for all the stakeholders and the wider City Region.

5.135 The development principles offer a degree of flexibility, which would help to achieve a proposal, within those parameters, which is commercially viable and capable of meeting the future requirements of MFT and the commercial occupier market and sources of funding.

5.136 Early phases are likely to focus on delivering clinical facilities, maximising efficiencies and releasing some land to support an initial phase of commercial development, which could comprise a multi-occupancy building.

5.137 In advance of this there may be a requirement to deliver a Phase 1 Enabling Scheme to unlock key plots on the masterplan for new clinical buildings through consolidation of surface car parking into an MSCP and creation of a new link road to provide vehicle access between Southmoor Road and Floats Lane. This will ensure that there would be no disruption to existing clinical services and facilities of the Hospital, which will remain in operation.

5.138 Figure 5.8 shows an indicative Phase 1 option.

Future Phases

5.139 Future phases of development are likely to come forward during a carefully considered 10 to 15 year programme. An indicative approach is shown on Figures 5.9 to 5.11. This would take into account interdependencies between specific elements of the Wythenshawe Hospital Campus, the requirement to continue delivering an up-scaling in the quality and character of the environment and the potential timing of development within the wider sphere of influence.

- 5.140 Development could include reorganisation and rationalisation of some existing clinical and administration buildings together with provision of modern and efficient facilities, commercial and ancillary uses, set within a high quality environment.
- 5.141 As the potential sequencing of delivery is refined, consideration ought appropriately to be given to the likely transport planning and wayfinding / legibility options that could be required to support each phase.
- 5.142 Early phases could include some development to the south; this area of the Masterplan is likely to come forward more intensively in later phases as the wider sphere of influence is realised, including Timperley Wedge and associated road and Metrolink infrastructure.

Consultation and Engagement Strategy

- 5.143 To date, the project team has engaged with a number of stakeholders and interested parties to inform the preparation of the draft masterplan, including project partners, adjoining landowners, transport and utilities' bodies, senior officers at Manchester City Council and Trafford MBC, ward councillors and staff.
- 5.144 It will be equally important to understand the views of the local community and other users of the hospital as the masterplan is finalised.
- 5.145 The draft Wythenshawe Hospital Campus SRF was reported to Manchester City Council's Executive Committee for endorsement as a basis for consultation on 17 March 2020. A consultation period of 8 weeks running from 30 November 2020 to 29 January 2021 was thereafter undertaken where all staff, the local community, landowners, other interested parties and the general public had the opportunity to ensure

that the final version of the draft has been properly informed by their views.

- 5.146 MFT, Bruntwood and MCC worked together to deliver the consultation, in manner that was appropriate taking into account Government guidance regarding the Covid-19 pandemic and the need for social distancing. The consultation included a range of promotion methods, use of the MFT website and digital briefing sessions attended by representatives of the team.
- 5.147 All comments received during consultation have been carefully considered and addressed. The outcome of the consultation process has been summarised and presented to the Executive Committee for their consideration prior to final endorsement of the SRF.

Partnership Working Arrangements

- 5.148 The Wythenshawe Hospital Campus SRF and Masterplan would be delivered through the existing MFT and Bruntwood strategic property partnership, which has been established to support the delivery of clinical care, research and innovation, and the future development of MFT's estate.

Developer Contributions

- 5.149 The LPA could utilise the Wythenshawe Hospital Campus SRF to ensure that quality outcomes are achieved in terms of building design/architecture and that the key objectives of adopted planning policy in terms of public realm, open space provision, enhanced cycling and pedestrian connections, highways and infrastructure are delivered within the framework area.

5.150 This is in line with the approach set out in the NPPF and is consistent with the principle of sustainable development which lies at its heart.

5.151 As necessary, the LPA could also utilise all reasonable mechanisms to secure appropriate contributions to enable the delivery of public realm and other community infrastructure to come forward in tandem with the delivery of development sites, in accordance with **Core Strategy Policy PA1 Developer Contributions** and Paragraph 56 of the NPPF.

5.152 The nature and scale of any planning obligations sought would be related to the form of development and its potential impact upon the surrounding area. However, the Council may seek contributions for matters including, but not limited to, community facilities, provision of green infrastructure (including open space), public realm improvements, protection or enhancement of environmental value and highways and public transport improvements.

Next Steps and Directions for Action

5.153 The next steps would involve securing endorsement of the Wythenshawe Hospital Campus SRF by Manchester City Council on the basis of a fully supported development strategy opportunity.

5.154 The Wythenshawe Hospital Campus SRF could form the basis of further engagement with the nine Greater Manchester local authorities (excluding Stockport MBC) and Manchester City

Council as the joint DPD "Places for Everyone" is prepared and the Manchester Local Plan Review is undertaken.

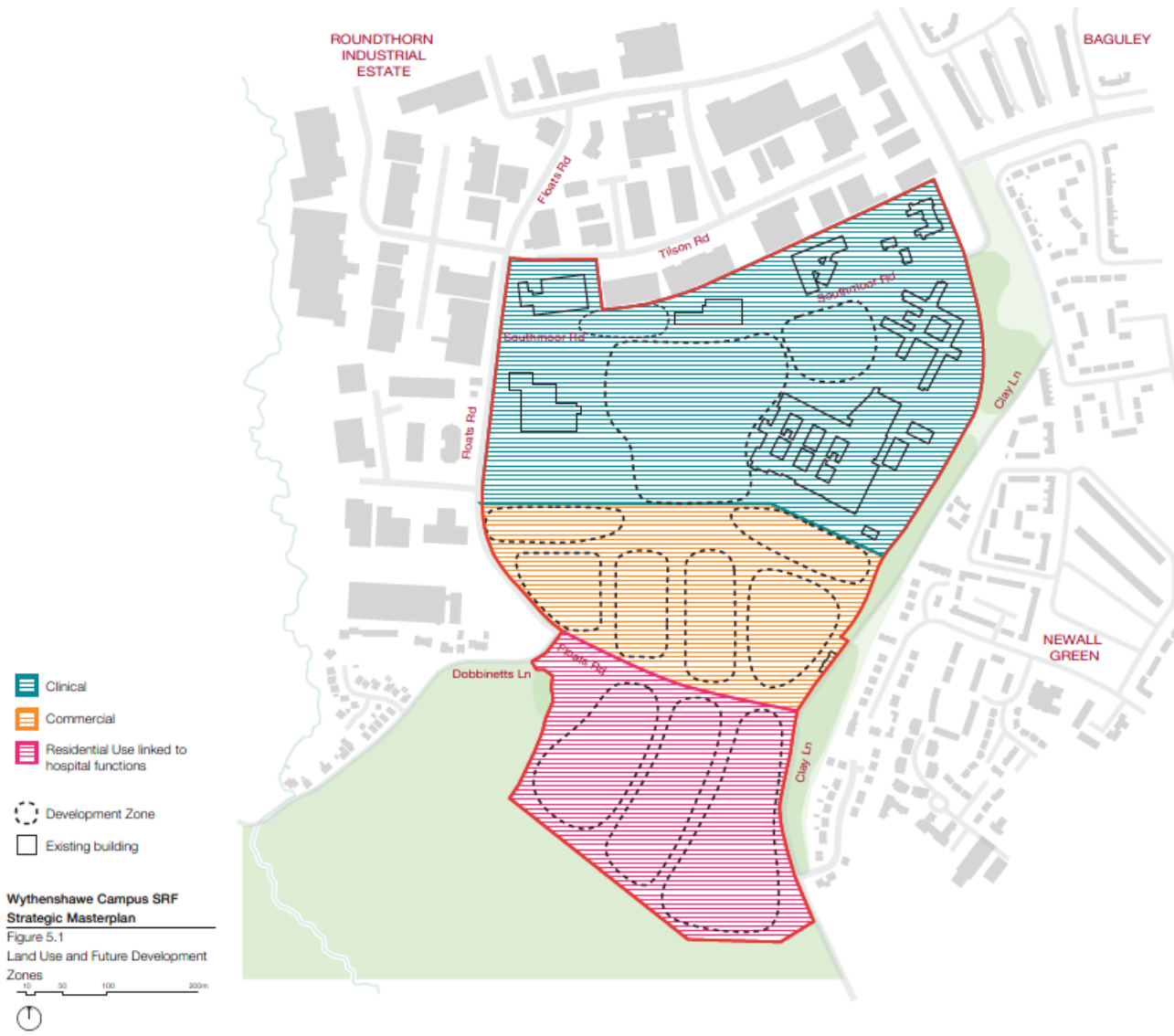
5.155 MFT and Bruntwood will continue to undertake feasibility studies with the project team and wider technical stakeholder consultation with the aim of finalising a scheme to form the first phase of development at Wythenshawe Hospital Campus.

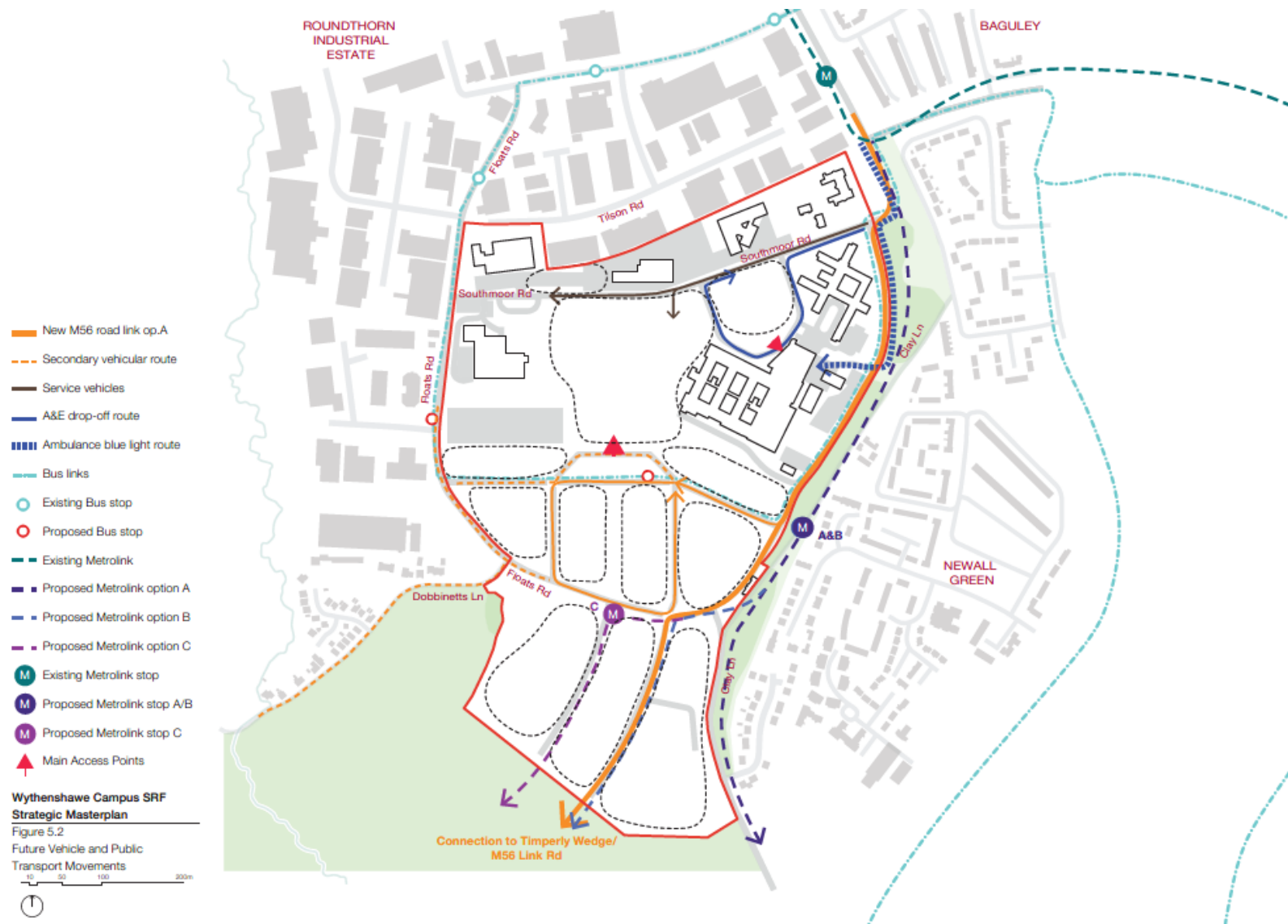
5.156 The current intention is to bring forward a detailed planning application for Phase 1A Enabling Works in 2021. It is likely that this would need to be supported by an audit of existing on-street parking in the vicinity of the Site, including Resident Parking Zones, together with a strategy for any amendments or new zones.

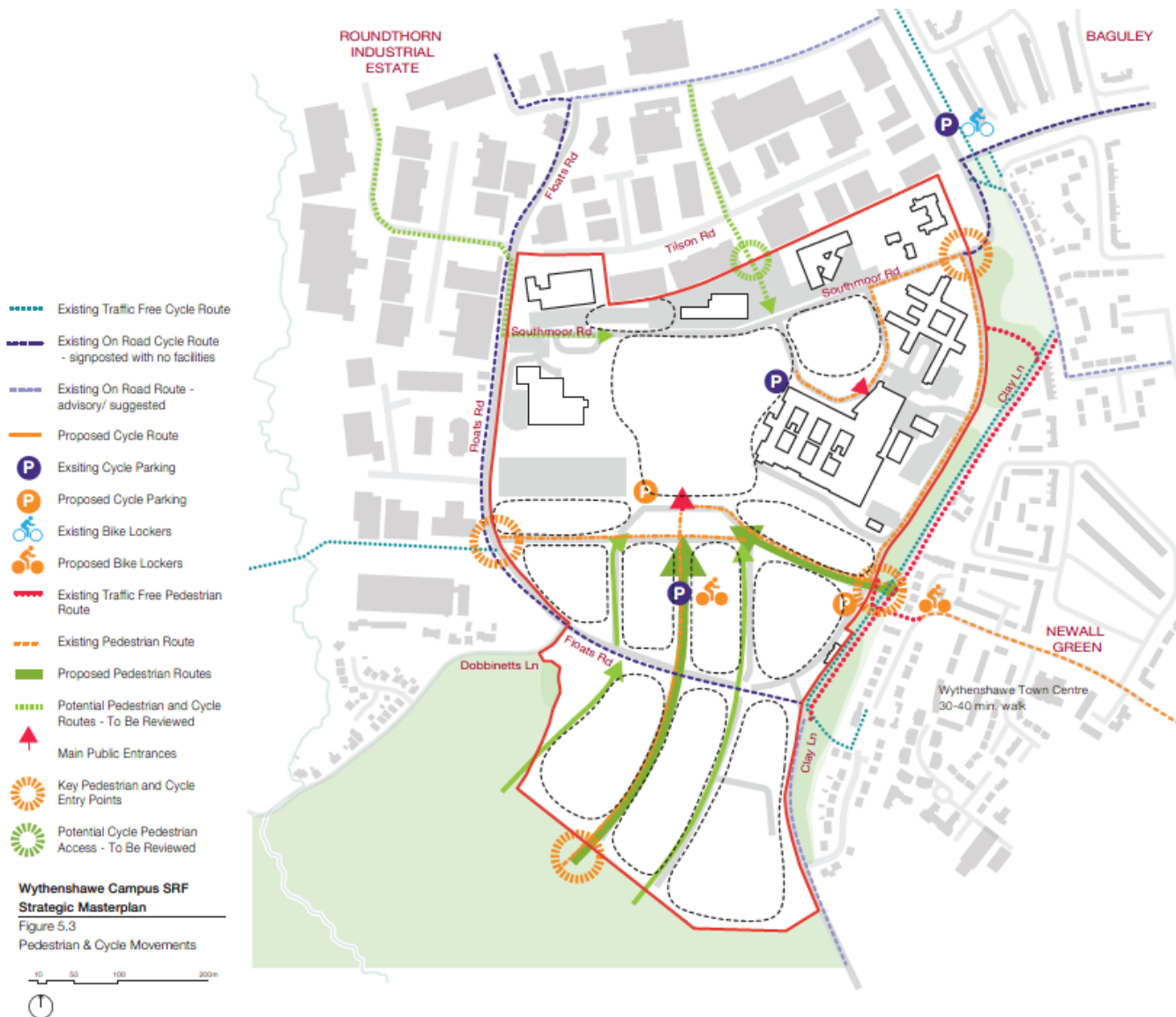
5.157 The Wythenshawe Net Zero Carbon Framework and Action Plan will be developed by MFT, Bruntwood and the wider masterplanning team.

5.158 MFT and Bruntwood will continue to have on-going dialogue with the adjoining landowners and key stakeholders with a view to ensuring that future development and planning applications are integrated and complementary to the wider sphere of influence.

5.159 There would be continued engagement regarding the evolving transport strategies, to inform the detail of later phases.

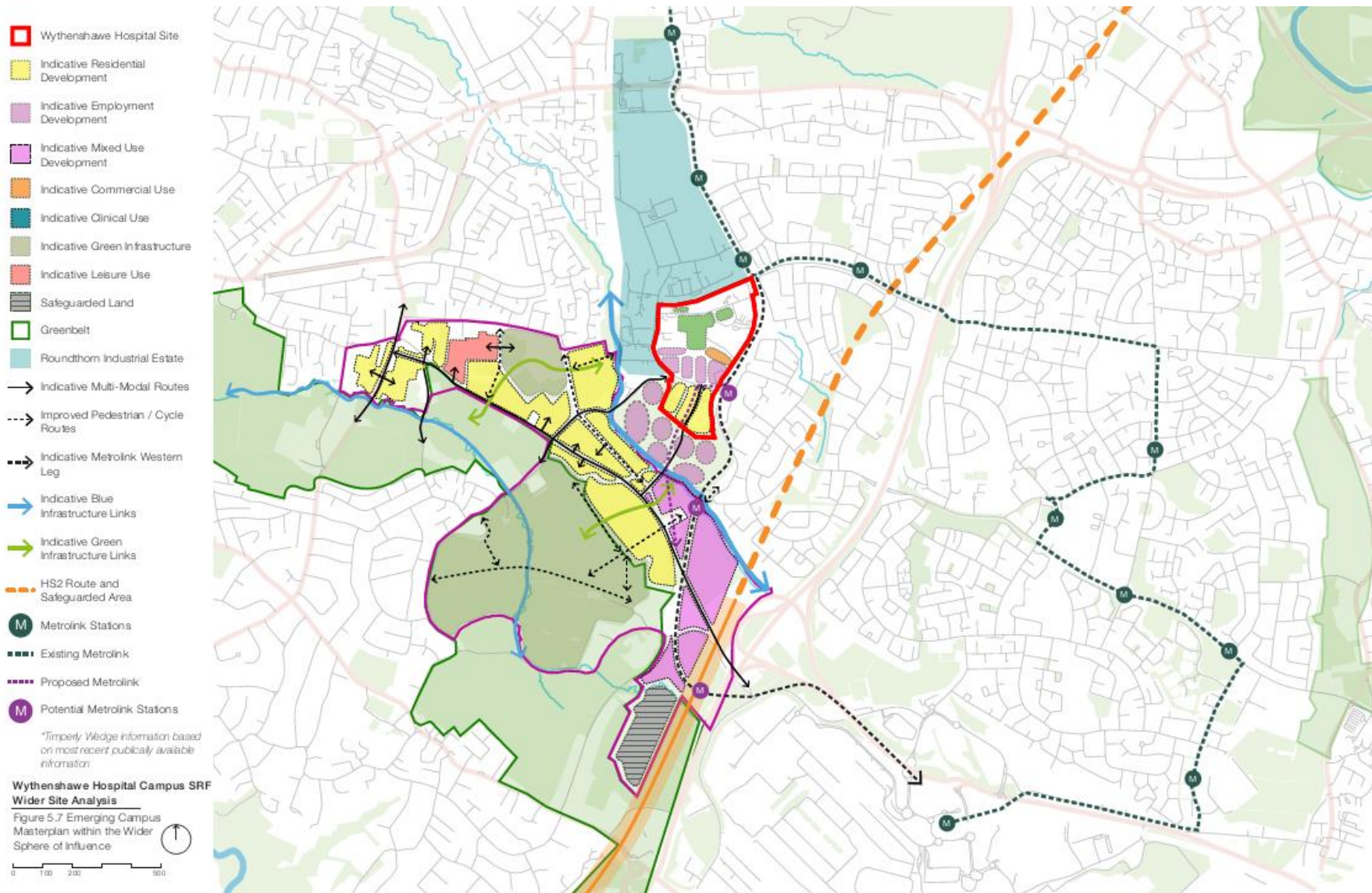


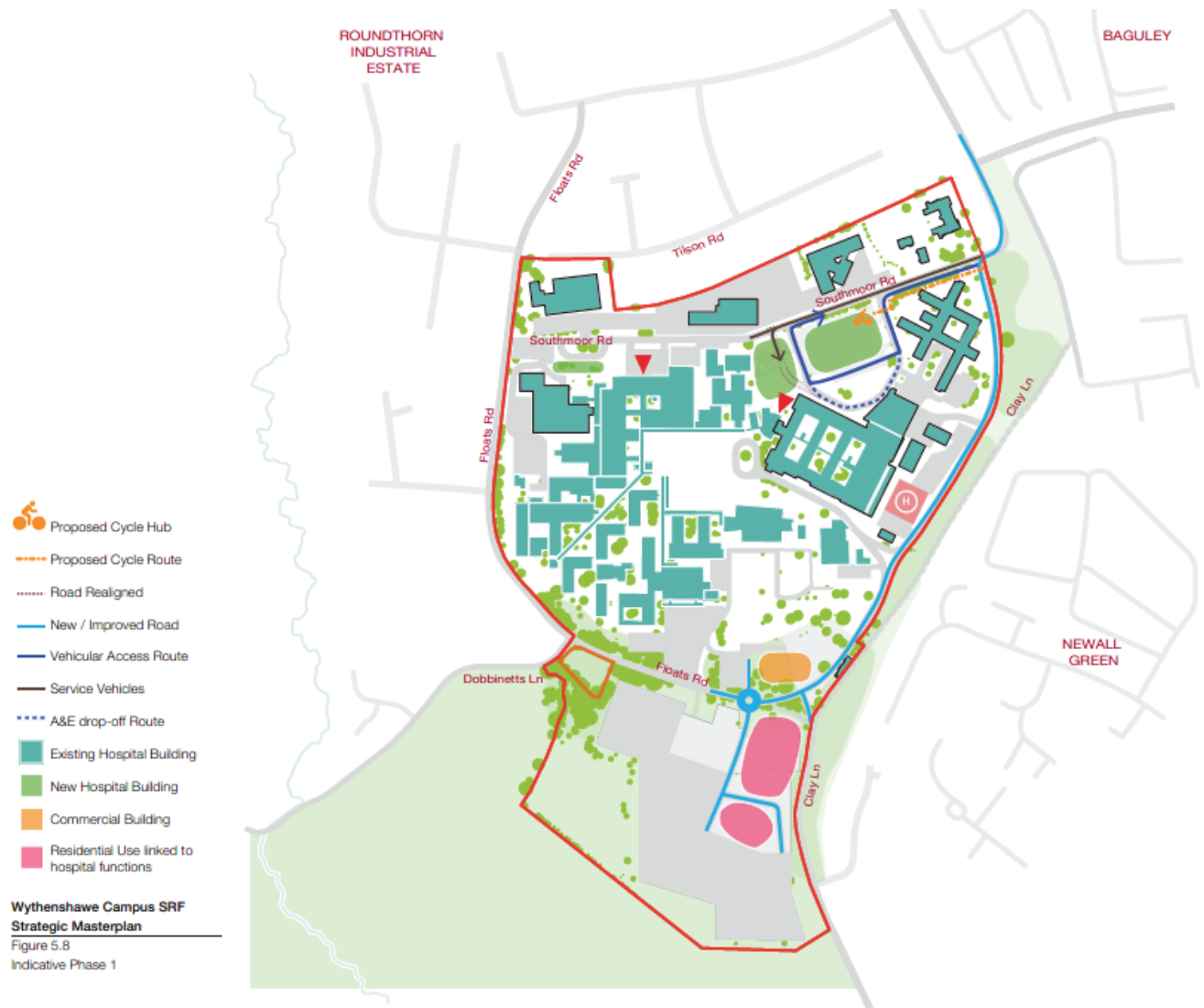


















Appendix 1 Indicative Sketches and Precedent Images

DRAFT



Figure C: Wythenshawe Hospital Campus SRF - Indicative Sketch 3 (Source: BDP)



Figure D: Wythenshawe Hospital Campus SRF - Indicative Sketch 4 (Source: BDP)



Figure E: Precedent Image for Healthcare - Alderhey Hospital (Source: BDP)



Figure F: Precedent Image for Commercial Research Building – Bright Building, Manchester Science Park (Source: BDP)



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