

21 January 2022

Delivered via Planning Portal

Jennifer Atkinson
Manchester City Council
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Town Hall, Albert Square
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Dear Jennifer

**DISCHARGE OF PLANNING CONDITION 11 AND 12B PUSUANT TO PLANNING PERMISSION
128905/FO/2020, NORTH MANCHESTER GENERAL HOSPITAL, MANCHESTER. M8 5RL**

On behalf of our client, Morgan Sindall Construction ('Morgan Sindall' / 'the Applicant'), an application to discharge conditions 11 and 12b, in so far as they relate to the Multi-Storey Car Park (MSCP) and Cycle Hub, pursuant to the above planning permission, has been submitted via the Planning Portal (ref.PP-10547573).

The application comprises electronic copies of the following information:

- This Covering Letter
- Completed Application Forms

Condition 11:

- Construction Management Plan (CMP) (PEP Part 2), prepared by Morgan Sindall Construction

Condition 12b:

- Carrier Drainage Sheet 1 of 2, prepared by Curtins (20200-CUR-MSCP-EX-DR-D-7501 Rev.PO4)
- Carrier Drainage Sheet 2 of 2, prepared by Curtins (20200-CUR-MSCP-EX-DR-D-7502 Rev.PO5)
- Carrier Drain Calculations, prepared by Curtins (20200-CUR-MSCP-EX-CA-D-7501 Rev. PO1)
- Proposed Drainage Layout, prepared by Curtins (20200-CUR-MSCP-EX-DR-D-7511 Rev. PO8)
- Drainage Details Sheet 1, prepared by Curtins (20200-CUR-MSCP-ZZ-DR-C-9251 Rev. PO4)
- Drainage Details Sheet 2, prepared by Curtins (20200-CUR-MSCP-ZZ-DR-C-9252 Rev. PO3)
- Drainage Details Sheet 3, prepared by Curtins (20200-CUR-MSCP-ZZ-DR-C-9253 Rev. PO5)
- Drainage Details Sheet 4, prepared by Curtins (20200-CUR-MSCP-ZZ-DR-C-9254 Rev. PO3)
- Manhole Schedule, prepared by Curtins (20200-CUR-MSCP-ZZ-SH-C-9255 Rev. PO3)
- Drainage Design Results 14.12.21, prepared by Curtins (075805-CUR-)

The requisite application fee of £116 has been paid online via the Planning Portal.

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Background

In March 2021, Manchester University NHS Foundation Trust secured full planning permission (LPA ref. 128905/FO/2020) for the proposed development of a multi-storey car park and cycle hub with associated enabling works at the North Manchester General Hospital, Manchester. A full description of development is provided below:

“Erection of a multi-storey car park and cycle hub (1,025 car parking spaces) in association with North Manchester General Hospital and associated enabling works comprising the demolition of five existing buildings; the provision of two areas of temporary car parking; service diversion works; landscaping and other associated works.”

Morgan Sindall are the appointed contractors for the development, with P.P. O’Connor undertaking the relevant demolition work.

The planning permission includes a series of planning conditions, including pre-commencement conditions, which require the Applicant to submit additional information for approval by Manchester City Council (MCC). This application seeks to discharge conditions 11 (Construction Management Plan) and 12b (Surface Water Drainage Scheme) in so far as they relate to the MSCP and Cycle Hub. Condition 12a has previously been discharged in so far as it relates to the temporary car parking areas (LPA ref. CDN/21/0333). Therefore, on determination and discharge of this discharge of conditions application, conditions 11 and 12 will be fully discharged.

Condition 11 (Construction Management Plan)

Condition 11 states the following:

Notwithstanding the Demolition Environmental Management Plan, prepared by Hive/ Turley stamped as received by the City Council, as Local Planning Authority, on the 16 December 2020, prior to the commencement of the MSCP and cycle hub, a detailed construction management plan outlining working practices during construction shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- *Display of an emergency contact number;*
- *Details of Wheel Washing;*
- *Dust suppression measures;*
- *Compound locations where relevant;*
- *Consultation with local residents;*
- *Location, removal and recycling of waste;*
- *Routing strategy and swept path analysis;*
- *Parking of construction vehicles and staff; and*
- *Sheeting over of construction vehicles*

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

The enclosed documents listed earlier in this letter comprise the detailed Construction Management Plan, prepared by Morgan Sindall. To clarify, this condition relates to the measures required during the construction of multi-storey car park (MSCP) and the cycle hub.

In relation to the specific requirements of condition 11, these points can be found as follows:

- **Display of an emergency contact number** – within the Construction Phase Health and Safety Plan (CPHSP) – (PEP Part 2), page 30.
- **Details of Wheel Washing** – within the CPHSP, page 33.

- **Dust Suppression Measures** – within the CPHSP, page 12. This confirms that particularly during the demolition, an atomizer or water suppression is to be used. Further, there will be no cutting without water suppression and masonry will be cut off site where possible.
- **Compound Locations where relevant** – within the CPHSP, page 51 (Appendix F).
- **Consultation with local residents** – within the CPHSP, page 11. This confirms that there will be regular engagement with the surrounding residents and businesses through regular meetings with the NHS trust, contact details being displayed on hoardings, open door policy and letter drops to inform residents local to the site of any potential impact. Issues can also be reported and will be logged on site, fully investigated and measures put in place to avoid any re-occurrence. The complainant will be advised of measures taken.
- **Location, removal and recycling of waste** – within the CPHSP, page 51 (Appendix F).
- **Routing strategy and swept path analysis** – within the CPHSP, page 51 (Appendix F).
- **Parking of construction vehicles and staff** – within the CPHSP, Appendix F (Page 33-48). This notes the parking options available to contractors and staff provided through the site.
- **Sheeting over of construction vehicles** – within the CPHSP, page 34. This confirms that all open tipper style construction vehicles are to be fitted with fully automatic sheeting which must be applied before leaving the site.

Condition 12b

Condition 12 (Surface Water Drainage Scheme) states the following:

Prior to the commencement of the (a) the temporary car parking areas and (b) the MSCP and cycle hub, details of a surface water drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority for the relevant development. This drainage scheme shall include the following details:

Evidence that the drainage system for MSCP has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change;

Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A layout with overland flow routes to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

Evidence that the existing car park TCP05 drainage has been assessed and confirmed as being in sufficient condition to be reused as part of the overflow system. To ensure that localised flooding is minimised.

Evidence that the proposed enabling works drainage has sufficient capacity for future plots to drain into this network (upstream of the hydrobrake with a restriction of 10.5l/s) as shown on DWG: NMGH CUR ZZ XX DR D 72101 P01.

Hydraulic calculation of the proposed drainage system;

Construction details of flow control and SuDS elements.

As the existing drainage connects indirectly to the UU sewer, agreement in principle from United Utilities is required to ensure temporary connection is acceptable and that if the masterplan drainage cannot connect to the river then permanent connection is also acceptable.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

The condition is worded to allow a phased discharge. Part a relates to the information required for the temporary car parking areas (discharged as part of application ref. CDN/21/0333) and part b relates to the information required for the multi-storey car park and cycle hub (to which this application relates).

As the wording allows a phased discharge, not all of the points referred to in the condition regarding what the drainage scheme should comprise, are relevant to both phases of development.

Bullet points 1, 2 6 and 7 are relevant for the multi-storey car park and cycle hub. The remaining bullet points (3, 4 and 5) are only relevant for the temporary car parking areas and have been addressed as part of the previous application (LPA ref. CDN/21/0333).

The information submitted for condition 12b confirms that, for the multi storey car park and cycle hub, a traditional system will be installed with the use of an attenuation tank. The design provides capacity up to the 1 in 100-year storm event plus 40% climate change event. The outfall connects to the existing surface water drainage pipe under the existing road to the east. In regards to pollution, infiltration is not considered appropriate for this scheme due to the lack of space between the structure and the site boundary. In addition, foul water connects to the existing network under the adjacent road.

Conclusion

This application seeks to fully discharge condition 11 (Construction Management Plan) and partially discharge condition 12b (Surface Water Drainage Scheme) in so far as it relates to the multi storey car parking area and cycle hub (part b). Condition 12a (relating to the temporary car parking areas) has previously been discharged (LPA ref. CDN/21/0333). Therefore, following successful determination of this application, condition 12 will be fully discharged.

I trust you have all the information you require to validate this application and approve the details associated with the aforementioned conditions. However, should you have any queries or require any further information, please do not hesitate to contact me.

Yours sincerely



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Assistant Planner

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