

27 May 2021

Delivered by via Planning Portal

Jennifer Atkinson
Manchester City Council
P O Box 532
Town Hall, Albert Square
Manchester
M60 2LA

Ref: SHEM3008

Dear Ms Atkinson

FULL PLANNING PERMISSION FOR TEMPORARY CAR PARKING AREA FOR CONTRACTORS ASSOCIATED WITH THE ENABLING WORK DEVELOPMENT AT NORTH MANCHESTER GENERAL HOSPITAL

On behalf of Morgan Sindall Construction ('the Applicant'), I am pleased to enclose a planning application for full planning permission for a temporary contractor parking area, for a maximum period of 5 years, associated with the approved enabling works development at North Manchester General Hospital (NMGH) (LPA ref. 128905/FO/2020).

The application has been submitted via the Planning Portal (ref. PP-09880598) and comprises electronic copies of the following documents:

- Completed application forms
- This covering letter
- Site Location Plan, drawing no. SK09-P1
- Proposed Scheme GA and Drainage, drawing no. SK01-P6
- Topography Plan, drawing no. SK07-P2
- Setting out Plan, drawing no. SK08-P1
- Barrier Specification
- Heras Panel drawing and specification, drawing no. 07052232 Rev 11

The requisite application fee of £234.00 has been paid online via the Planning Portal.

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 NMGH. 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."

1 New York Street
Manchester
M1 4HD

T 0161 233 7676 turley.co.uk

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

Due to the constrained nature of the enabling works site and the requirement to minimise disruption to the functioning of the hospital, it has been necessary to locate the contractor parking area outside of the redline boundary of the enabling works development.

As such, planning permission is required to secure the temporary use of the area for contractor parking. It should be noted that had the contractor parking area been located within or adjacent to the redline of the enabling works development, planning permission would not be required as it would have benefitted from Permitted Development Rights¹.

Proposed Development

The description of development is as follows:

“Application for full planning permission for a temporary parking area comprising 47 no. parking spaces, for a maximum period of five years, for use by contractors associated with the approved Northern Zone enabling works development (LPA ref. 128905/FO/2020) within the north-west corner of the North Manchester General Hospital (NMGH) site to the rear of Crumpsall Vale Intermediate Care Unit”

The site comprises c. 947 sqm and is located to the rear of Crumpsall Vale Intermediate Care Unit (CVICU) within the north-west of the NMGH site. **Appendix 1** comprises recent photographs of the site which confirms the site is currently free from development and has very little vegetation present. The site is accessed from within the NMGH site utilising the existing internal road network providing access to and around the CVICU. The proposed parking area will utilise this existing internal access.

The car parking area will comprise of the following elements:

- 947sqm car parking area to be tarmacked with painted white lines denoting 47 no. parking spaces. The parking spaces are required for cars and vans used by Morgan Sindall contractors and subcontractors only.
- The parking area is accessed via an existing two-way road with access into the parking provided to the south west and egress via a separate point to the south-east.
- Signage confirming use by contractors only will be erected at the entrance to the car park to ensure that the car park is not used by staff or visitors at the hospital.
- Hours of use will be consistent with those proposed on the enabling works development and consistent with MCC standards, as follows:
 - 7:30am to 6:00pm Monday to Friday
 - 8am to 2pm Saturday
- Boundary treatment will comprise of water filled red and white barriers with fence panels attached (0.9m high per panel) around the perimeter of the site, with heras panels proposed along the site frontage (2m high per panel).

¹ The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), Schedule 2, Part 4, Class A

- **SUDS Drainage Scheme** - The proposed drainage system comprises a filter drain around the perimeter and has been designed to mimic the existing scenario, where surface water flows over the new car park surface entering the stone drainage trench and to infiltrate into the existing ground strata if it can. Where infiltrated is restricted the filter drain will fill completely during prolonged storms and will overflow down the existing embankment as per existing scenario. Therefore, the drainage trench is designed to attenuate flows, and to improve water quality prior to discharge to the ground. The detail is in accordance with C753 'The SUDs Manual'.

Planning Policy and Appraisal

The relevant adopted development plan for Manchester City Council ('MCC') comprises the Manchester Core Strategy ('CS') (2012) and the saved policies of the Manchester Unitary Development Plan ('UDP') (1995). Other material considerations include the National Planning Policy Framework (2019) ('the Framework'), adopted Supplementary Planning Documents ('SPD') and other relevant MCC strategies.

A summary of the relevant environmental and technical policies according to key themes and an appraisal of the proposed development against each is provided below in **Table 1**.

Table 1. Key planning policy themes and appraisal against the proposed development.

Theme	Summary	Appraisal
Development Management	CS policy DM1 outlines key development management matters, to which all developments should demonstrate consideration as part of any planning application. The relevant matters include layout, effects on amenity and traffic generation (including paragraphs 108 and 127 of the Framework). Consideration must also be given to matters such as safety and crime prevention (including paragraph 91 of the Framework).	The proposed development has been located to ensure minimal disruption on the functioning of the existing hospital, including to minimise any impact on the amenity of staff and visitors to the hospital. The parking area is accessed via an existing two-way road with access into the parking provided to the south-western boundary and egress via a separate point along the southern boundary. Access and egress have been segregated to maximise highway safety. The proposed development will not generate additional patient, staff or emergency vehicle traffic as it represents a temporary arrangement for the contractors appointed with the construction of the NMGH Northern Zone enabling works development. Therefore, any minimal increase in vehicular traffic around the site will be short-term and cease once the parking area is no longer required (maximum period of 5 years). Suitable boundary treatment is proposed to secure the proposed development comprising of barriers and fencing to increase safety and minimise crime. Therefore, it is considered that the proposed development complies with CS policy DM1 and paragraphs 91, 108 and 127 of the Framework.

Theme	Summary	Appraisal
Biodiversity	CS policies EN15 and EN9 and the Framework (Paragraph 170) make clear that proposals must aim to conserve and enhance biodiversity, and encourage opportunities to incorporate biodiversity in and around developments.	The site does not hold any ecological or biodiversity value given that there is very little vegetation present on the site. Whilst the hard surfacing removes any vegetation present, this is for a temporary period of 5 years and the site will be restored to its current state once the use ceases. Therefore, the proposed development complies with CS policies EN15 and EN9 and the Framework paragraph 170 .
Flood Risk and Drainage	CS policies EN4, EN14, DM1 and the Framework (paragraphs 100 – 103) focus on flood risk and new development. These policies assert that proposals should be directed away from areas that are at the greatest risk of flooding; and where development is permitted local planning authorities should ensure flood risk is not increased elsewhere.	The site is located within Flood Zone 1 ² meaning that it is at lowest risk of flooding from Rivers or Sea. Furthermore, the proposed scheme incorporates a suitable SUDS drainage system which seeks to prevent flooding and mitigate the installation of the hard surfacing. As such, the proposed development complies with CS policies EN4 and EN14 and the Framework paragraphs 100 – 103 .

Ultimately, the proposed development is required to ensure the approved Northern Zone enabling works can be delivered without delay, through the provision of the required level of contractor parking to facilitate the development. Had the proposed development been located within or adjacent to the redline boundary, Permitted Development Rights would have existed, removing the requirement for this planning application.

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

Conclusion

I trust that you have all the information to enable you to register the application and approve the proposed development. Should you have any queries or require any further information please do get in touch.

Yours sincerely



Olivia Carr
Senior Planner

olivia.carr@turley.co.uk

² In accordance with the Government's Flood Risk Map for Planning <https://flood-map-for-planning.service.gov.uk/confirm-location?easting=384559&northing=402429&placeOrPostcode=crumpsall>