

07 December 2022

Delivered via Planning Portal

Jennifer Atkinson
Manchester City Council
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Town Hall, Albert Square
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Ref: SHEM3008

Dear Jennifer

**DISCHARGE OF PLANNING CONDITION 12B PURSUANT 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 re-discharge condition 12b, in so far as it relates to Multi-Storey Car Park (MSCP) and Cycle Hub, pursuant to the above planning permission, has been submitted via the Planning Portal (ref. PP-11313725).

The application comprises electronic copies of the following information:

- This Covering Letter
- Completed Application Forms
- Drainage Statement MSCP and Eastern Car Park, ref. 20200-CUR-NM110-XX-RP-C-0008-P1
- Proposed Drainage Layout, ref. 20200-CUR-NM110-EX-DR-D-7511 Rev C05
- MSCP Drainage Enabling Works, ref. 20200-CUR-NM110-EX-DR-D-9509 Rev P06
- Existing Overall Drainage and Catchments, ref. 20200-CUR-NM110-XX-DR-C-7550 Rev P01
- Existing Catchment, ref. 20200-CUR-NM110-XX-DR-C-7551 Rev P01
- Existing Flooding Issues, ref. 20200-CUR-NM110-XX-DR-C-7552 Rev P01
- Proposed Connections, ref. 20200-CUR-NM110-XX-DR-C-7553 Rev P02
- Existing Drainage Model, ref. 20200-CUR-NM110-XX-RP-C-0006 Rev P01
- Existing Drainage and MSCP 5Is and car park 4 Is model, ref. 20200-CUR-NM110-XX-RP-C-0007 Rev P01
- Drainage Details sheet 1, prepared by Curtins, ref. 20200-CUR-NM110-ZZ-DR-C-9251 Rev C02
- Drainage Details sheet 2, prepared by Curtins, ref. 20200-CUR-NM110-ZZ-DR-C-9252c Rev C02
- MSCP SW Drainage Layout, prepared by SEL Environmental, ref. 20200-SEL-NM110-EX-DR-Y-0010-P02-0 Rev C03
- MSCP SW Drainage Sections, prepared by SEL Environmental, ref. 20200-SEL-NM110-EX-DR-Y-0011 P01 Rev C01
- Eastern Car Park Surface Water Attenuation, ref. 20200-SEL-XXXX-EX-DR-Y-0010
- East Car Park Preliminary Slope Analysis
- Storm Flow Output East Car Park (1 in 100 year + 40 CC) (CRM Stormflow)

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- Storm Flow Output 1 in 1 year (CRM Stormflow)
- Storm Flow Output 1 in 30 year (CRM Stormflow)
- Calculations Formavoid + RWP diffusers prepared by Sel Environmental, ref. 20200-SEL-XX-XX-SP-X-0008 Rev P02
- Access Road Surface Water Calculation, prepared by Curtins
- SUDS Maintenance Guide – NMGH, prepared by JHS on behalf of SEL Environmental

The requisite application fee of £116.00 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 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 which require the Applicant to submit additional information for approval by Manchester City Council (MCC).

A number of Discharge of Condition applications¹ have already been submitted and approved by MCC. This includes Condition 12a (LPA ref. CDN/21/0333) and Condition 12b (LPA ref. CDN/22/0037). On the approval of LPA ref. CDN/22/0037 in April 2022, Condition 12 was fully discharged. A revised drainage strategy in relation to the MSCP and Cycle Hub (condition 12b) was subsequently submitted in June 2020 and condition 12b was successfully re-discharged in August 2022 (LPA ref. CDN/22/0389).

Following informal discussions with the case officer, this application seeks to re-discharge Condition 12b (Surface Water Drainage Scheme) with an improved proposal. Therefore, on determination and discharge of this application, Condition 12 will be fully re-discharged.

Condition 12b (Surface Water Drainage Scheme)

Condition 12 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

¹ LPA ref. CDN/21/0333, LPA ref. CDN/21/0359, LPA ref. CDN/21/0438, LPA ref. CDN21/0438, LPA ref. CDN/21/0496, LPA ref. CDN/21/0511, LPA ref. CDN/22/0037.

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).

As the wording allows a phased discharge, not all 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 application ref. CDN/21/0333.

Proposal

The revised scheme seeks to replace the previously approved drainage design through removal of the previously proposed main carrier drain which was intended to facilitate the drainage system for the wider site drainage. Due to the stage of the wider redevelopment programme for NMGH, it is now proposed to temporarily connect to the existing drainage system.

The proposed drainage system still achieves a 5l/s discharge rate, connecting with new manholes installed on the existing drainage system. This will subsequently allow for the future connection to the carrier drain, at the appropriate time.

The car park to the east of the MSCP is also now required to be included within the overall drainage system for the MSCP. The attenuation for the eastern car park previously was proposed to be remote; however, it is now proposed that attenuation for both the eastern car park and the MSCP to be incorporated into the MSCP construction within the sub-base material. The proposed eastern car park surface water run off rate will also be limited to 5l/s.

Whilst also maintaining the previously agreed discharge rate from the site into the existing drainage network, the improvements to the drainage strategy through including the attenuation for the eastern car park within the overall scheme, has resulted in a significant reduction in the inherent flooding risk within the site.

Conclusion

This application seeks to re-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). As Condition 12a has previously been discharged (LPA ref. CDN/21/0333), once approved this application will fully re-discharge Condition 12.

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

Yours sincerely



Olivia Carr
Associate Director

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