

10 June 2022

Delivered via Planning Portal

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

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 the 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
- Proposed Drainage Layout, prepared by Curtins (dwg ref. 20200-CUR-NM110-EX-DR-D-7511 C01)
- Drainage Details sheet 1, prepared by Curtins (dwg ref. 20200-CUR-NM110-ZZ-DR-C-9251 C01)
- Drainage Details sheet 2, prepared by Curtins (dwg ref. 20200-CUR-NM110-ZZ-DR-C-9252 C01)
- Drainage Details sheet 3, prepared by Curtins (dwg ref. 20200-CUR-NM110-ZZ-DR-C-9253 C01)
- Drainage Details sheet 4, prepared by Curtins (dwg ref. 20200-CUR-NM110-ZZ-DR-C-9254 C01)
- MSCP SW Drainage Layout, prepared by SEL Environmental (dwg ref. 20200-SEL-NM110-EX-DR-Y-0010-P02-0)
- MSCP SW Drainage Sections, prepared by SEL Environmental (dwg ref. 20200-SEL-NM110-EX-DR-Y-0011-P01)
- Calculations Formavoid + RWP diffusers prepared by Sel Environmental (doc ref. 20200-SEL-XX-XX-SP-X-0008 P01)
- 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

1 New York Street
Manchester
M1 4HD

T 0161 233 7676 turley.co.uk

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.

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 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.

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.

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

This proposal seeks to replace the previously approved below slab Surface Water drainage for the MSCP with an alternative Sustainable Drainage solution designed by SEL Environmental.

This scheme has the added benefit of incorporating stone build-up below the ground floor slab area. This will provide the necessary attenuation, removing the need for a significant attenuation tank as was proposed in the original approved scheme.

The design of the ground floor is a tanked impermeable construction. The roof runoff will be discharged via a piped system and silt traps into the subbase of the tanked impermeable areas via diffusers. Discharge from the site to the public sewer will be controlled by a Hydrobrake or similar flow control device with the discharge limited to an agreed rate. The surface water drainage and foul water drainage will connect to pipes under the road to the east of the MSCP. The design provides a capacity to accommodate a 1 in 100-year storm with an allowance of 40% for climate change. The SuDS techniques used on this scheme include a petrol interceptor, silt traps and catchpits and flow control devices.

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 discharge Condition 12.

This scheme provides a more sustainable solution to that previously approved, by replacing the approved large, deep attenuation tank with a stone build-up below the ground floor slab area for attenuation. The proposed changes have been informally discussed with the case officer who agreed that such changes are positive.

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 contact my colleague Mark Worcester (mark.worcester@turley.co.uk) or I.

Yours sincerely,



Will Hannah

Assistant Planner

will.hannah@turley.co.uk