28th January 2026
Delivered via Email

Steven McCoombe
Manchester City Council
P O Box 532
Town Hall, Albert Square
Manchester
M60 2LA

Dear Steven

FULL PLANNING PERMISSION FOR A SURFACE CAR PARK AT NORTH MANCHESTER GENERAL HOSPITAL, DELAUNAYS ROAD, MANCHESTER, M8 5RB

On behalf of Manchester University NHS Foundation Trust ("MFT", "the Trust" or "the Applicant"), we are pleased to enclose a full planning application for a surface car park within the North Manchester General Hospital (NMGH) estate.

The application has been submitted via the Planning Portal (ref. PP-14499890) and is supported by the completed application forms and this covering letter, along with the electronic copies of the following documents.

- Completed application forms, prepared by Turley
- This covering letter, prepared by Turley
- Existing Location Plan (dwg ref. 23142-AFL-NM110-XX-DR-A-0050 P02), prepared by AFL architects
- Existing Site Plan (dwg ref. 23142-AFL-NM110-XX-DR-A-0051 Rev P02), prepared by AFL architects
- Proposed Site Plan (dwg ref. 23142-AFL-NM110-XX-DR-A-2051 P04), prepared by AFL architects
- Proposed Electrical Works (dwg ref. 23142-SIS-NM110-XX-DR-E-60001 P02), prepared by S.I.Sealy
- Stage 1 Road Safety Audit (doc ref. 610/2025/149/01 Rev 1), prepared by six:TEN Highways & Traffic Ltd
- Drainage Technical Note (doc ref. NMGH-CUR-WP14-XX-D-C-92000-P03), prepared by Curtins
- Proposed Drainage Layout (dwg ref. NMGH-CUR-WP14-XX-D-C-92500_P02), prepared by Curtins
- Drainage Details Sheet 1 (dwg ref. NMGH-CUR-WP14-XX-D-C-92501_P02), prepared by Curtins
- Drainage Details Sheet 2 (dwg ref. NMGH-CUR-WP14-XX-D-C-92502_P02), prepared by Curtins
- General Arranagement (dwg ref. NMGH-CUR-WP14-XX-D-C-95001_P01), prepared by Curtins
- Site Clearance (dwg ref. NMGH-CUR-WP14-XX-D-C-95002_P01), prepared by Curtins
- Construction Layout (dwg ref. NMGH-CUR-WP14-XX-D-C-95003_P01), prepared by Curtins
- Road Marking (dwg ref. NMGH-CUR-WP14-XX-D-C-95004_P01), prepared by Curtins
- Proposed Levels Plan (dwg ref. NMGH-CUR-WP14-XX-D-C-95010_P01), prepared by Curtins
- Air Quality Assessment (doc ref. 445878-04 (01)), prepared by RSK
- Noise Impact Appraisal (doc ref. 2063498-RSKA-TN-001-(03)), prepared by RSK acoustics
- Documents regarding land contamination:

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Registered in England Turley Associates Limited no. 2235387. Registered office: 6 Atherton Street, Manchester M3 3GS

- Interpretive Geotechnical Letter Report (doc ref. 075805-CUR-XX-XX-T-GE-00004-P01), prepared by Curtins
- Initial Preliminary Waste Classification Assessment Letter Report (doc ref. 075805-CUR-XX-XX-T-GE-00005-P01), prepared by Curtins

The requisite application fee of £2,578.00 has been paid online via Planning Portal.

Background

In March 2021, Manchester City Council (MCC) approved the Strategic Regeneration Framework (SRF) to guide the comprehensive redevelopment of NMGH. The SRF sets out the vision for the new campus to comprise of a healthcare hub, including a new acute hospital and a modern mental health hospital, a wellbeing hub, education hub, healthy neighbourhood hub and village green (known as 'North View').

The SRF confirms the redevelopment of the NMGH should deliver a range of facilities and land uses whose co-location and integration will facilitate the highest level of medical care. Following the adoption of the SRF, a number of planning applications have been submitted to and approved by MCC in relation to the wider redevelopment proposals at NMGH. Those of greatest relevance are detailed in **Appendix 1**.

The Site

The application site (the Site) is c. 9,020 sqm. It is a plot of land to the north of the recently completed North View, which is an adult mental health inpatient hospital. The Site is also identified to deliver the second multi-storey car park (MSCP) in the SRF.

The Site is bounded by Central Drive to the north and Crescent Drive to the east. The Site is accessed via Central Drive at an existing bell-mouth. Vehicular access to Crescent Drive is provided via a mini-roundabout, which connects the two roads to facilitate car movement around the Hospital estate.

The Site has previously been in use as North View's contractors compound and is currently fenced off with a partial solid hoarding and partial heras fencing hoarding. The ground is level with a gravel surface.

Proposed Development

Description

The Proposed Development includes the following key features:

- Provision of 67no. parking spaces, including
  - 65no. 2.5m x 0.5m standard parking bay
  - 2no. 1.3m x 2.8m wide motor cycle bay
- The surface car park will be surfaced with car park carriageway construction gravel grid.
- Timber rail will be located across the car park to prevent vehicles from parking outside of the designated white-lined parking bays.
- Inclusion of white lining and vehicular traffic signage that comply with the 'Traffic Signs Regulations and General Directions 2002' at the existing bell-mouth. Footpath and tactile paving will be included at both end of the existing bell-mouth, where they connect the existing pedestrian path.
- Signage will be provided near the entrance of the car park for wayfinding purposes with car park information. A "Pay on Foot"(POF) pay and display machine will also be provided.

- Provision of the timber post barriers to offset the existing Gabion Wall retaining wall, which is to the west of the Site.
- There will be timber or metal knee rail along the pedestrian path at Central Drive and Cresent Drive to segregate pedestrians and car movement for road safety.
- A raised planted bed is proposed to be made 1100m high within a stainless steel or aluminium planter.
- 8no. LED floodlights column will be mounted across the car park. See Proposed Electrical Works (dwg ref. 23142-SIS-NM110-XX-DR-E-60001 P02) for full details.
- Surface water to be discharged to combined sewer. The Drainage note will be provided at the start of the consultation period.

The description of development is as follows:

> *"Full planning application for a surface car park with 67no. parking spaces (including 2no. motor cycle bays), and associated works."*

Use and Amount

Due to the demands for car parking in the southern part of the estate, the Site is proposed to accommodate a surface car park which will be for staff use only. The car park will contain 67no. parking spaces, including 65no. standard car parking bays and 2no. motor cycle bays.

As mentioned, the SRF identifies the Site as the location for a future second MSCP. Until that comes forward, additional car parking spaces are required in the interim to support staff members working in the southern part of the NMGH estate.

Access and Movement

The access will remain at Central Drive.

The proposed car park is intended to be used for existing staff members only, and so there will be no increase in vehicle movements to and from the NMGH estate. The Proposed Development will only be used for private cars only. No large vehicles are expected to maneuver within the car park and at the existing bell-mouth.

Planning Policy Context and Appraisal

In accordance with the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990, this application must be determined against of the adopted Development Plan, unless material considerations indicate otherwise.

The adopted Development Plan comprises the Places for Everyone Plan for Greater Manchester (March 2024), Manchester Core Strategy ("MCS") (2012), 'saved' Unitary Development Plan ("UDP") policies (1995 and alternations on various dates) and the National Planning Policy Framework ("the Framework" or "NPPF") (December 2024).

The following documents are also relevant to the appraisal of the proposed development:

- Guide to Development in Manchester Supplementary Planning Document (2017)
- Greater Manchester Transport Strategy (2021)

- Strategic Regeneration Framework, North Manchester General Hospital Site Redevelopment Programme (March 2021)

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**.

Theme	Summary	Appraisal
Principle of Development	**NMGH Site Redevelopment Programme SRF** has a vision to redevelop the NMGH site to provide a focal point for the community. It will deliver transformational development that will result in generational change for the North Manchester community. **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 effects on amenity and safety (including **paragraphs 96 of the Framework**).	Whilst the Site is allocated as a MSCP in the SRF, the Proposed Development will serve as a surface-level car park to ease the parking demand at the south of the NMGH. The surface car park has been designed to ensure safe and convenient vehicular and pedestrian movement within the area to facilitate the functional use of a car park. As such, the principle of development is considered acceptable and in accordance with **NMGH Site Redevelopment Programme SRF, CS Policy DM1** and **paragraph 96 of the NPPF**.
Design	**PfE Policy JP-P1** states that development should be distinctive, resilient, durable and resource-efficient. **CS Policy EC1** requires proposal to be designed in a way that makes best possible use and efficient use of space available. **CS Policy EN1** expects development to maximise the opportunities for good design and enhance the overall image of the City. **CS Policy DM1** outlines key development management matters (including layout, scale, materials and appearance of the proposed development), to which all developments should demonstrate consideration as part of any planning application. The overarching design related point from the NPPF is the importance of high standards of design (**paragraph 131**). **Guide to Development in Manchester SPD** outlines the seven key principles, including design should respect and be informed by location; delivering good design with functionality; junctions to be designed as places; junction design should reduce vehicle prominence; safe routes for pedestrians.	The Proposed Development has been carefully designed to ensure the functionality and safety of the car park. To avoid inappropriate parking and safe operation of the car park, there will be timber rail segregating the undesignated spaces across the car park. Thorough consideration is also shown throughout the design proposal. This includes adding signages that are at standard to provide clear directions and minimise traffic confusion. The proposed materiality for the surface is carriageway construction gravel grid, which has been chosen to ensure it is accessible and safe for all users. Therefore, the Proposed Development is in accordance with **PfE Policy JP-P1, CS Policy EC1**, **EN1 and DM1, paragraph 131 of the Framework** and **Guide to Development in Manchester SPD**.
Highways	**PfE Policy JP-C5** seeks to ensure the design and management of streets will follow a Streets for All approach. **PfE Policy JP-C6** supports the creation of safe and direct routes that is integrated with the street and public transport	The design of the Proposed Development has taken into account the recommendations of the Road Safety Audit, prepared by six:TEN Highways & Traffic Ltd. Therefore, the scheme includes boundary treatment along the adjacent highway

	network. **PfE Policy JP-C8** prioritises safe and convenient access to the site for all users. **CS Policy T1** state that developers should improve pedestrian safety. **Paragraph 109 of the Framework** requires that transport issues are considered from the earliest stage of development proposals, so that the potential impacts of development on transport networks can be addressed and the environmental impacts of traffic and transport infrastructure can be identified, assessed and considered.	(Central Drive/ Crescent Drive) to prevent headlight glare from the car park. Tactile paving will also be provided at an uncontrolled crossing on the car park access, and the kerb upstand at the existing uncontrolled pedestrian crossing will be reduced to between 0 and 6mm. Therefore, the Proposed Development is considered acceptable in highways' terms as it accords with **PfE Policy JP-C5, C6 and C8, CS Policy T1** and **paragraph 109 of NPPF**.
Flood Risk and Drainage	**PfE Policy JP-S4** expects development to manage surface water run-off through sustainable drainage systems and as close to source as possible; ensure sustainable drainage systems are designed to provide multifunctional benefits wherever possible and avoid adverse impacts on water quality. **CS Policy EN14** confirms development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. **Paragraph 170 of the Framework** aims to avoid inappropriate development in areas at risk of flooding by directing development away from areas at highest risk (whether existing or future). When determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.	Since the site is less than 0.5 hectare in size, a Flood Risk Assessment is not necessary. In accordance with the Environment Agency Flood Risk Map for Planning, the Site is located within Flood Zone 1 and is therefore at low risk of flooding. The Drainage Technical Note, prepared by Curtins, confirms surface water will be discharged through surface water sewer, given the existing private surface water sewer within Central Drive. The design accounts for storm events up to and including 1 in 100 years plus climate change events. As such, the Proposed Development accords with **PfE Policy JP-S4, CS Policy EN14** and **paragraph 170 of the Framework**.
Noise	**CS Policy DM1** outlines key development management matters (including effects on noise), to which all developments should demonstrate consideration as part of any planning application. **'Saved' Policy DC26 from UDP** outlines that the effect of new development proposals likely to be generators of noise, and the implications of new development being exposed to existing noise sources will be considered. **Paragraph of 187(e) of NPPF** requires planning decision to prevent new development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution. Planning decision should also ensure new development is appropriate for its location taking into account the likely effects (including cumulative effects)	The enclosed Noise Impact Appraisal, prepared by RSK Acoustics, confirms the risk of a significant adverse noise impact is low. It identifies two noise-sensitive locations which are at North View (the adult mental health inpatient hospital) and Longshaw Close (adjacent to the waste compound, LPA application ref. 140631/FO/2024) (see Appendix A of the Noise Impact Appraisal for the plan of the noise sensitive receptors). RSK Acoustics assessed the noise generated to be minimal since the vehicle movement within the car park is expected to be slow and commercial vehicles will be excluded (as it is only for staff members' car parking). Moreover, the external façade of the North View is designed to mitigate against external noises. The Site is located at a far enough distance from Longshaw Close that there will be no / minimal impact. Overall, the risk of

	of pollution on health and the natural environment (**paragraph 198**).	adverse noise impact is low. Therefore, the Proposed Development accords with **CS Policy DM1, 'saved' Policy DC26 from UDP, paragraphs 187 and 198 of the Framework**.
Air Quality	**PfE Policy JP-S5** will take a range of measures to support improvements in air quality, including require applications for developments that could have an adverse impact on air quality to submit relevant air pollution data. **CS Policy EN16** seeks to improve the air quality within Manchester. **Paragraph of 187(e) of NPPF** requires planning decision to prevent new development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of air pollution. The Framework requires that proposals must sustain compliance with and contribute towards relevant limit values or national objectives for pollutants (**paragraph 199**).	The enclosed Air Quality Assessment, prepared by RSK, concludes the overall air quality impact of the Proposed Development is not considered to be significant. It specifies that the traffic effects during the construction phase will be temporary and will be along traffic routes employed by haulage/ construction vehicles and workers. It also suggests mitigation measures during the construction phase, notably dust control (see Appendix B of Air Quality Assessment for full details), including: • Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results. • Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period. • Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. • Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. • Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable) Therefore, the Proposed Development complies with **PfE Policy JP-S5, CS Policy EN16** and **paragraphs 187(e) and 199 of the Framework**.
Land Contamination	**CS Policy EN18** states that any proposal for development of contaminated land must be accompanied by a health risk assessment. **Section 15 of the Framework** considers ground conditions and land instability issues. In particular: • **Paragraph 187(e)** states that the planning system should prevent both new and existing development from contributing to or being put at	The enclosed Interpretive Geotechnical Letter Report, prepared by Curtins, notes that the encountered ground conditions are Made Ground and Glacial Till. It also concludes overall risk to receptors are low, but notes that the potential contaminants of concern includes (but not limited to) a broad range of aliphatic and aromatic hydrocarbons (potentially associated with historic fuel oils and hydrocarbon residues), polycyclic aromatic

	unacceptable risk from, or being adversely affected by unacceptable levels of soil pollution or land instability. • **Paragraph 187(f)** states that planning decision should remediate and mitigate despoiled, degraded, derelict, contaminated and unstable land, where appropriate. • **Paragraph 196** states that planning decisions should ensure that the site is suitable for its new use taking account of land instability and contamination. • **Paragraph 197** states that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.	hydrocarbons, inorganic compounds (such as heavy metals), and asbestos that may be present within discarded building materials, former demolition arisings, infill, and Made Ground. Potential contaminants associated with airborne dust and particulates generated from soil disturbance may also include polycyclic aromatic hydrocarbons, toxic metals, and asbestos fibres. It recommends Made Ground extending below the formation level should be excavated and replaced with engineered fill, the subgrade should be consistent, cohesive subgrade should be thoroughly proof rolled, additional California Bearing Ratio tests are required at formation level and an earthworks strategy/ specification is recommended. The Initial Preliminary Waste Classification Assessment Letter Report, prepared by Curtins, has been provided to advise on the likely waste classification of the site soils if they become surplus and need of disposing off-site. It concludes the sample obtained are non-hazardous waste. All soil samples were screened for asbestos. No asbestos was identified. As such, the Proposed Development complies with **CS Policy EN18** and **Section 15 of the Framework**.

Summary and Conclusions

To relieve the parking demand within the southern area of the NMGH estate, the Proposed Development will utilise the vacant land by proposing a car park for staff members' use only. As discussed, the design proposal has shown careful consideration to ensure safe and functional car parking for vehicular users and pedestrians.

Moreover, the Proposed Development complies with all relevant national, regional 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.

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, please do not hesitate to contact me.

Yours sincerely



Melissa Lee
Planner
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Appendix 1: Relevant Planning Applications in relation to NMGH Redevelopment

Reference	Description	Status
128563/FO/2020	Erection of part single, part two storey building to form 150-bed adult mental health inpatient unit (AMHU) with associated access, parking, soft and hard landscaping, following demolition of existing buildings.	Planning permission granted in January 2021. Under construction.
128905/FO/2020	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.	Planning permission granted in March 2021. Construction completed.
139865/FO/2024	Provision of a vehicular and pedestrian access road between Central Drive and Ellis Road with associated footpaths, patient drop off area outside the adult mental health inpatient unit, six no. accessible car parking bays and the creation of an egress point from the existing car parking area to the north-west, including landscaping and associated works	Planning permission granted in April 2024.
140631/FO/2024	Relocation of existing waste compound to a purpose-built facility off Crescent Drive within the southeast corner of site comprising the erection of a single storey modular building for staff amenity facilities (including a canopy extension to cover waste storage area), free-standing canopy to cover waste and cardboard compactors, dedicated bin storage areas, tug charging point, box van parking spaces, a bin wash and spill kit station and vehicular and pedestrian access from Crescent Drive.	Planning permission granted in September 2024.
141365/DEM/2024	Prior Approval for demolition of waste storage, staff gym, doctors residence, diabetes centre, antenatal building, outpatients building and substation	In January 2025, MCC confirmed prior approval to undertake the demolition is not required.
142692/FO/2025	Erection of a substation compound (including a transformer, two generators, two LV switchboards and a flue stack with a maximum height of 20 metres) and associated landscaping and works	Planning permission granted in June 2025.