

Application Number	Date of Appln	Committee Date	Ward
117847/FO/2017	12 th Oct 2017	11 th Jan 2018	Didsbury East

Proposal Erection of a 7.7 metres to 10.6 metres high tiered car park providing 8 levels of decked parking (semi-basement, ground floor level, levels 1 to 6) and reconfiguration of the surface-level car park with landscaping and associated infrastructure (including access roads, drainage, parking, fences and external lighting), following demolition of two accommodation buildings.

Location Existing Car Park Off Cotton Lane, Christie Hospital, Manchester, M20 4UX

Applicant The Christie NHS Foundation Trust, Wilmslow Road, Manchester, M20 4BX,

Agent Mr Peter Rowe, Turley, 1 New York Street, Manchester, M1 4HD,

Description

The application site is approximately 1.6 hectares in size and located in the eastern half of the Christie Hospital campus. It is bounded to the north by Cotton Lane on the opposite side of which are dwellinghouses, to the west by the Maggie's Centre and the Manchester Cancer Research Centre (MCRC), and to the south and east by dwellinghouses on Rathen Road and Cotton Hill. The main Christie Hospital campus is to the west of the application site, on the opposite side of Wilmslow Road. The application site is shown below.



The majority of the site consists of a surface level car park providing 414 parking spaces (including 10 disabled spaces) for Christie's staff. The surface of the car park is predominately tarmac, but there are areas of grasscrete to the north of the site (to the rear of the three existing buildings). The aforementioned buildings are all three storeys high and formerly provided nurse's accommodation though they are now used as offices and residential accommodation for families of patients at the hospital.

Vehicular and pedestrian access to the site is predominantly gained from Cotton Lane, close to the junction with Wilmslow Road. This provides access to the MCRC, the existing surface level car park and the former nurse's accommodation. There is a secondary access on Cotton Lane, opposite St Cuthbert's RC School, which is used solely for servicing.

Mature and semi-mature broadleaved trees, including Sycamore, Beech, Alder, Ash and Scot's pine, are scattered throughout the site. The Arboricultural Impact Assessment which accompanies this application has confirmed that the site includes 35 individual trees and 13 groups of trees. Three trees were allocated high retention values, three trees and two groups was allocated moderate retention values, 28 trees and ten groups were allocated low retention values, and one tree was categorised as unsuitable for retention. A number of the trees are covered by a Tree Preservation Order (TPO) and these trees are broadly situated to the north-west of the existing buildings.

The application is made up of the following elements which have been designed in the context of The Christie Strategic Planning Framework that was endorsed by the Executive in June 2014. It would complement The Christie's Green Travel Plan (GTP) which aims to mitigate the impact of their operation upon surrounding neighbourhoods. The applicants are proposing the following:

- Erection of a multi-tiered car park to provide 565 spaces and reconfiguration of the surface level car park to provide 253 spaces. 818 spaces are proposed in total and this equates to a net increase of 404 spaces.
- The total number of spaces provided will include 34 disabled parking spaces and 12 electric car parking spaces.
- The multi-tiered car park will provide car parking on 8 levels (semi-basement and ground floor levels and then levels 1 to 6). The uppermost parking level is approximately 10.2 metres in height at parapet level and the three lift shafts located on the northern, western and southern facades are 12.23 metres, 12.17 metres and 11.9 metres in height respectively.
- Junction improvements at the Cotton Lane/Wilmslow Road junction, including a reconfiguration of the existing road layout, upgrading the existing traffic lights and enhancing the cycle infrastructure through the introduction of advance cycle stop boxes.
- Introduction of a Pelican crossing at the Cotton Lane/Wilmslow Road junction to enhance connectivity with the main hospital campus.
- Junction improvements to the Cotton Lane/Heyscroft Road junction, including the building out of the kerbs on each side of Heyscroft Road.
- Provision of 26 cycle parking spaces.

- Associated landscaping scheme including the provision of 33 replacement trees

To facilitate the proposal, two of the three 3 storey buildings will be demolished and a total of 16 trees will be felled (1 x moderate quality tree, 9 x low quality trees and one low quality group consisting of six young trees). None of the TPO'd trees are to be removed.

The proposed layout is shown below:



As part of this planning application, The Christie will contribute funding via a Section 106 Agreement to carry out a comprehensive review of the effectiveness of the existing controlled parking zone (CPZ) and implement an expanded scheme.

In 2012, the University of Manchester submitted a planning application (ref. 097417/FO/2011/S1) for the Manchester Cancer Research Centre (MCR), which included a 750 space multi-storey car park on part of this application site. Whilst this proposal would have substantially increased on-site car parking capacity, significant objections were received in connection to the multi-storey car park and that element of proposal was withdrawn by The Christie. In addition to withdrawing that element of the scheme The Christie also agreed to enter a Section 106 agreement to enhance their Green Travel Plan (GTP) and to agree to fund the implementation of a CPZ to restrict staff from parking on those streets nearest to the hospital campus.

Consultations

Local Residents and Members of the Public – A total of 264 letters have been received from local residents and members of the public. Of these letters, 188 were letters of support, 71 raised objections to the proposal and 11 made representations

The points made in support of the proposal are outlined below:

- Over the last two years since the Christie parking scheme began, there has been a significant increase in cars parked all day on the streets in the Ballbrook Conservation Area. Cars parking in the Ballbrook area display old Christie staff car park badges which are no longer permitted to park in the staff car park. There is no doubt that the cars parked here all day long, week in week out, belong for the most part, to staff at the Christie.
- On-street parking as a result of The Christie often results in blocked driveways, a lack of space for delivery vehicles and refuse collection and street cleaning vehicles often encounter problems negotiating the streets effected.
- On-street parking leads to manoeuvring difficulties for local residents. This can impact upon highway safety.
- Visitors encounter problems parking in the neighbourhoods effected and carers spend more time looking for parking spaces than caring for the elderly residents they are visiting.
- The inconsiderate parking leads to conflict between residents, staff and visitors.
- The huge increase in traffic parking on-street all day every day is also bound to be affecting air quality and health.
- Children cannot cross the road safely because there are simply too many parked cars to find a safe place to cross.
- Ballbrook Avenue is used as a shortcut to avoid Wilmslow/Palatine Road traffic lights. Those cars are usually driven faster than is safe considering the high number of parked cars on both sides of the road. The combination of poor visibility and speed is very dangerous, particularly for older children on their way to school. The junction of St Aldwyns Road and Ballbrook Avenue is increasingly impossible to navigate safely. There are cars parked on both corners every day. Visibility in either direction is poor to non-existent. The junction with Lyndhurst Road is equally dangerous. The proposal would alleviate these safety issues by removing a large amount of on-street parking.
- The Christie benefits both the local economy and the wider community in terms of employment and the exceptional services we all want the NHS to provide. Its staff need somewhere to park. If they had somewhere to park they would not be creating/contributing to the problems outlined above.
- The Christie staff do not need the stress of being confronted by unhappy residents. This daily conflict can be avoided or ameliorated by the provision of additional parking for staff and restrictions on parking in the Ballbrook area during peak times.

- The application is consistent with the Christie Strategic Development Framework (SDF) that was agreed by the Manchester City Council Executive in June 2013. Christie have a Green Travel Plans that is aimed at achieving a significant reductions in the number of single occupancy vehicles coming to the hospital, even with this plan in place the Christie still needs to accommodate more car parking on site.
- There is no overlooking or loss of privacy and no overshadowing as a result of this application.
- There is minimal impact on trees and the ecological habitat and there is no flood risk resulting from the proposal.
- There are no archaeology, or listed building implications and the site is not in a conservation area.
- The proposal will improving traffic flows and parking issues.
- Air quality on surrounding streets and nearby schools should be improved.
- Noise and disturbance will be lessened for residents in the wider area.
- Measures to screen the car park will reduce the noise and disturbance for residents backing on to the site.
- Ever since the Christie Hospital Parking Scheme came into effect, the ability to park locally, i.e. the areas outside the scheme, has been severely impacted.
- It is not possible to park anywhere on any of the local roads in the Ballbrook Rd Conservation Area. It is apparent that a sad effect of the scheme was to turn the local roads into an office car park for Christie Hospital staff which is not an appropriate use of residential roads where young children live and used to play much more safely. A recent survey undertaken by residents reported that an additional 300+ cars were found to be using these roads for office parking. An increase in traffic including through traffic using Ballbrook and Lyndhurst Roads to avoid local traffic lights has compounded the situation making it a lot more dangerous for those children to cross roads on the way to the tram or bus stops on Lapwing Lane to go to or from school.
- Whilst the hospital is recognised as an important and valuable institution that we are all proud to have nearby, it has nonetheless been allowed to grow and develop over the years apparently without restraint or due consideration being given to its neighbours. Whilst the recent car parking scheme might have had a positive impact on its immediate neighbours, the same cannot be said of those living beyond who have borne the brunt. Now the hospital has decided to make this application local residents finally feel as though they are being listened to.
- If the hospital is to continue to expand then it will have to bear in mind the impact on the surrounding mostly residential areas. It will doubtless need to attract more specialist and highly skilled staff who more than likely will not live locally. This directly suggest a further increase in traffic and additional parking requirements that are therefore critical in this.
- There have been sustained periods where roads and pavements have remained dirty due it not being possible for cleaning vehicles to gain access. At one stage last winter the leaves on the road and pavements were allowed to become impacted to an extent that drainage if effected.

- The Christie Hospital has clearly gone to some trouble to devise a well thought out scheme. A lot of car parks are, given their nature, merely functional buildings but in this case it is evident that the combination of building materials and landscaping along with the low skyline will serve to make an attractive and low-impact solution which will provide an additional 400 parking spaces that are critically needed.

The objections to the scheme are outlined below:

- A review of the CPZ could and probably should have taken place by now – more than two and a half years since the geographically modest CPZ came into effect. Logically, this would have shown that many if not most of the cited issues, initially and most vocally expressed by some residents in Didsbury West Ward, would have been treated effectively by a modest and intelligent extension to the CPZ. Not by the building of the proposed car park on the remote Kinnaird Road site. Sadly, this review would also have undermined further the case for this proposal.
- Leased, off-site sites for staff parking could be considered to be controlled by The Christie. For many developers and particularly for an NHS cancer-treating hospital, this situation might well have terminated plans for proposed car park. ‘Alternative sites’ in the Environmental Statement seems to be very restricted to ‘on-site’ alternatives. The consideration of alternative sites came down to just one site, this application site. The site is adjacent to but doesn’t have direct access to Wilmslow Road and is adjacent to two primary schools. The site was passed over when the very modestly-sized 210-space multi-storey car park was built on the main hospital site, fronting Palatine Road. The Kinnaird Road (KR) site now has a Maggie’s Centre. It would require increasingly complex and expensive mitigations/conditions in order to make any car parking type development acceptable, but particularly a development on this scale.
- Despite claims made in the Planning Statement, the location of the proposed car park is not – and was not considered to be - convenient to the main hospital site, even for staff parking. No patients are treated on the KR site.
- According to the figures in the Parking Statement, ‘sufficient’ might be taken to mean the provision of c. 1140 entirely new staff on-site parking spaces (or / and spaces on Christie-controlled sites), not just the 404 new spaces that are proposed in the 565-space MSCP structure. ‘Staff’ increasingly means non-Christie, non-patient-treating people who are counted as ‘staff’ and who work on the NHS hospital-controlled sites. No explanation is offered as to whether ‘Voluntary’ people [Table 5 of the Parking Statement] are technically ‘staff’; they are said to represent c. 10% of Christie staff (i.e. 215 people on site). As it is, the KR staff surface car park has increased significantly in size since 2012. Now 404 new spaces are proposed, making a car park structure of 565 spaces, with 253 surface car park spaces being retained to give a staff car parking capacity of 818 spaces. The proposal will only cope with a maximum of 35% of staff cars currently parked on-street. That figure would only be reached if the staff involved were forced to take all of the 404 new spaces, something virtually impossible for external observers to.

- There is a general belief that the car use/car parking behaviour of staff has not followed the ethos of the hospital's GTP, despite the many public transport provisions that exist, the convenient siting of the hospital and large numbers of staff who live close or reasonably close by. On-street car parking within the residential area by staff and visitors has therefore been unavoidable. The on-street parking by 'staff' has been a feature, perhaps even a hospital strategy, for many years, throughout development and expansion by the hospital.
- The planning application does not mention the many contractors who work on The Christie sites and who regularly and evidently park on-street.
- If the proposal goes ahead, The Christie and some Councillors appear to be trading the modest benefit to some people in some neighbourhoods for the major dis-benefit to residential amenity that households around the site of the proposed car park would suffer permanently.
- This proposed multi-storey car park (MSCP) will only provide a fraction of the current staff on-site spaces that are said to be needed, thus leaving a majority of the 1140 staff cars to park on-street.
- There seems to have been a general blurring of the divide between, on the one hand, MCC's responsibilities with regard to its communities, the local infrastructure and highways and, on the other, the hospital's need to respect its host community by funding appropriate and true community benefits.
- Some members of some neighbourhoods have issues with on-street parking, by members of the public as well as 'staff'. These issues would be solved by an intelligent and localised CPZ. Many people in the community do not accept the convoluted argument being put forward for the building of this MSCP – and certainly don't accept the need for this MSCP to be built in order to gain funding for the real on-street solution in some areas of some neighbourhoods – a CPZ. The terms 'local community' and 'reduce' would need to be qualified in order to make this statement more transparent.
- The statement that there would be 'associated improvements to the amenity for local residents' would need to be better-defined. Clearly, there would be a modest benefit in some parts of some neighbourhoods and for some people if an extension to the CPZ went ahead. However, building the proposed MSCP on a geographically-remote site away from this potential benefit would represent a substantial dis-benefit to c.100 households and two primary schools adjacent to the site – and to many others in the community who do not want this MSCP.
- The present surface staff car park on the Kinnaird Road site is significantly and evidently under-utilized every Friday, apparently due to the fact that there are a reduced number of clinics on-site on that day of the week. The staff car park is in effect empty at week-ends. In addition, the April 2017 fire has apparently caused the immediate re-location of hundreds of Cancer Research UK and other staff. There seems little justification for the proposed car park given the reduction in staff numbers.
- The proposed structure is causing controversy with regard to its height.
- The medical aspects of air pollution and its effect on health and wellbeing are now well-publicised and well-known. The proposal will attract more vehicles to the site and will have an impact upon air quality levels. The assumptions and statements made concerning the predicted effects of this MSCP and its traffic are significant and would have a local effect for many years to come. They deserve to be professionally questioned and tested to gain a 'second opinion'.

- Over 800 increased traffic movements per day along Cotton Lane would be an entirely new and unpleasant feature. It seems highly unlikely that on-street parking along Cotton Lane would continue to be permitted if signalisation of the junction at Wilmslow Road were to go ahead.
- Whether this MSCP were to go ahead or not, there seems to be a need for a major, safety-led re-organisation of the highway adjacent to St Cuthbert's RC Primary School – now that this factor has been 'spotlighted'.
- Any mitigations need to be adequate and funded by the Developer. It's quite possible that the Developer, MCC and then the many people in the general community will all have different ideas about what 'appropriate' mitigations need to look like if this MSCP were ever to go ahead.
- Many members of the public, as well as 'staff' park on-street. It is acknowledged in the Parking Statement that there is an available supply of on-street parking beyond the CPZ.
- The Green Travel Plan focuses essentially on the long-term modal shift. Apart from encouragement from the host community, there is every incentive to improve the GTP performance – given the acknowledged levels of support and the excellent public transport links. It completely fails to acknowledge the dis-benefit to the GTP and the unravelling of progress made to date of building this MSCP. It is hard to see how the proposal to build a MSCP actually supports the ethos of a GTP; in fact, the whole venture appears to set aside both the requirements of the Strategic Planning Framework. The GTP is a survey-based instrument – a number of surveys are sent out to employees and a proportion of those surveys are returned and processed. These self-selected returns are then used to extrapolate the 'results'. Clearly, there is a limit to the accuracy of such methodology.
- The Christie began the current consultation process by indicating that 'some' local residents experience problems from on-street parking. At the events in late-June 2017, this 'some' became 'many' and this fundamental change has continued through to statements in the Planning Application concerned with the negative effects experienced with on-street parking.
- Given the declining staff car traffic, many in the community believe there are alternative, cheaper, more sustainable ways for a cancer-treating NHS hospital to deal with cited local on-street parking issues, of safeguarding the gains already made by The Christie's recently-introduced Green Travel Plan and of not undermining the GTP by building this MSCP.
- The reason justification is important is that if this development is approved it will require considerable sacrifice by a group of residents who will receive no benefit from it at all. They will however be required to live with the consequences. i.e. more than a year of noise, dirty roads, congested roads, poor air quality, and massive loss of amenity during construction, and a permanent loss of amenity, poorer air quality and congestion on local roads in perpetuity. It is possible that these sacrifices are justified, but only if developer has a robust justification.
- There were serious flaws in the engagement process. The unsatisfactory and incomplete Arup presentation does not constitute delivery of the undertaking that 'justification' would constitute 'a core part of the engagement'.

- A more committed and robust approach to the implementation of the GTP with targets that mirror best practice elsewhere would be a much cheaper and greener solution to any existing parking congestion than building a multi storey car park.
- Far from enhancing the GTP, this proposal would undermine the modest gains this relatively new initiative has made so far, because by making parking easier it actually will encourage more car journeys.
- Any extension to the CPZ should include amendments that will correct initial errors and will almost certainly increase parking capacity. Without a review it is not possible to correctly assess the total potential of on-street parking capacity within the CPZ itself, and the planning application almost certainly underestimates parking capacity within the CPZ.
- The developer has not tried to properly assess the capacity of the neighbourhood as a whole to absorb parking by Christie staff, but suggests it is only limited by 'willingness' of staff and to walk to and from their cars, which given a robust approach to implementing the GTP can be expected to adapt. While that is the case there is no justification for the development of a huge multi storey on the Cotton Lane site. In any event the 'willingness' of Christie staff to walk from their cars should not be given disproportional influence over resident welfare.
- The extent of on-street parking, its causes and level of inconvenience have not been objectively assessed, therefore to assume a car park would 'solve' the problem is purely speculative and does not constitute a 'justification' for the proposed development.
- It is reasonable to suppose that if a problem is acknowledged, there follows a rigorous identification and appraisal of options to resolve it with arguments for and against. There is no evidence that these or any options were properly looked at or appraised. Without that process the proposed development cannot be justified.
- If the Christie has it in its power to make voluntary donations to the Council to redress the problems their expansion in a residential community has caused, it has a moral obligation to pay the donation unconditionally, as a small recompense for some of the developments that have gone ahead in the past and could/should have attracted S106 charges but didn't. The promise of a payment does not convert a bad scheme into a good one, and is not a justification.
- The proposal's size/mass/height together with its dirty use as a concentration of carcinogens and harmful substances that undermine heart, lung and brain health, it is simply not appropriate in the middle of a residential area and adjacent to schools.
- Any increase in air pollution, particularly so close to schools and elderly people's homes is unacceptable.
- The development flies in the face of the 2013 Strategic Planning Framework, which envisages no such scale of car park development.
- The proposal will create an unacceptable level of traffic congestion on Cotton Lane and potential traffic hazards – especially so close to schools and school playgrounds,. Cotton Lane is just that – a small winding lane too small for this use.

- The building is too close to residential properties on Cotton Hill and Rathen Rd. Whether or not it complies with normal planning guidelines, especially considering the height of the tower at the Rathen Rd end and the dirty use, the proximity is unacceptable.
- There should not be an exit at the Rathen Rd end because it seems to lead nowhere. It doesn't need a 3rd exit or towers – machinery should be on the ground floor.
- If a green wall can be constructed out of consideration for the Maggie's Centre, the same consideration is due to the elevations facing residents. Wooden facings are no recompense for the loss of amenity. The standard is already set at Deansgate Metrolink in Manchester. Maintenance of the green walls should be conditioned so that if they aren't properly maintained the Council can maintain them and charge the Christie.
- The 'landscaping' is tokenistic. The Christie should be required to create a wide environmental buffer consisting of natural and traditional small shrubs and trees with undergrowth, between residential property and their site, in reparation for the years of environmental damage the neighbourhood has suffered.
- Any approval should be conditioned that any planting / landscaping and barrier measure should be approved in detail by the residents that will live adjacent to it before any development commences.
- The construction plan is intolerable. No work should start before 8am during the week and work should not take place during the weekend at all. Residents who work all week, need their rest and are entitled to relax in their own homes without disturbance at weekends. These restrictions should also be conditioned with punitive and escalating fine penalties for failure to abide by the regulations.
- Our respect for the Christie as a health provider should not influence us in this matter. This is the wrong development in the wrong place. It would be hard to find a site less suitable for this use in Manchester.
- The surface area and volume of the proposed building. The proposed MSCP is vast up to 10 metres high and covering most of this large site. It dwarfs all the surrounding residential buildings.
- This building is situated extremely close to surrounding residential buildings on Rathen Road and Cotton Hill. It is not an attractive building and given its size and will have a significant impact on these residences. No amount of landscaping and tree planting will hide the size and ugliness of this building.
- The increased car parking of up to 380 cars in the MSCP on top of the current 410 cars on the Kinnaird Road Site will bring with it increased traffic activity to an already congested area of Manchester. It should be remembered that the Christie has already increased its parking in the area by 300 spaces since the last MSCP application in 2011 was refused. The road is now busier than ever, with associated danger for pedestrians and cyclists. Once again this is primarily a residential area, with families and children, having to deal with the ever increasing traffic burden. In addition there are 2 schools situated in close proximity to this proposed MSCP.

- The increased traffic activity in the area will bring with it associated increase in pollution to a residential area. This will have an effect on health of residents and children at the 2 schools situated next to the site. It is scandalous that at this time where there is significant concern about air quality that an MSCP is being considered that would increase risks to residents and users of the area.
- There are plenty of decent electric cars available on the market. If it is so essential to have increased parking in this area, then the council should be more proactive and specifying that the proposed MSCP and surrounding car parking spaces should be for zero emissions vehicles only.
- This increased movements of cars will produce significant noise, in the carpark and access roads which will effect the local residents. Due to work patterns many staff arrive to work extremely early or leave late in the evening. The associated noise of engines starting up and cars driving into the carpark will have a significant effect, particularly on residents situated close to the proposed MSCP and its access roads.
- The entrance to the proposed MSCP is opposite to a school and very close to a second school on Cotton Lane. Whilst there is proposed remodelling of the entrance and access roads to this area with pelican crossings, this will in no way be adequate in dealing with the proposed increase in traffic to the area, on top of already extremely high traffic volumes. The Kinnaird Road site was rejected by the Christie itself in the planning application for the MSCP on Palatine Road/ Tatton Grove, as the Kinnaird Road site was too close to a schools. This proposed MSCP and associated on-site parking will have significantly more parking spaces and traffic movements. So what has changed that means it is now reasonable to use the Kinnaird Road site for an MSCP?
- The increased traffic volumes with associated noise, air pollution and danger will actually serve to discourage pedestrians and cyclists. Wilmslow Road is already very unpleasant to walk down at peak times due to the smell and pollution from car exhausts. The recently constructed cycle lanes are inadequate in that they are poorly maintained, being full of debris from the road, and are frequently flooded.
- In the MSCP application in 2011 residents were told that it was essential to have an MSCP to increase the parking capacity to 752 which would be sufficient to meet the Christie's needs for staff. The MSCP was rejected, but despite that the Christie has increased parking around the site in other ways without an MSCP to 706 spaces. Now we are told that it is essential to have more parking spaces, bringing the total unto 919. When will this spiral stop? With this sort of attitude to parking there will probably be another application for parking in another few years.
- The combination of the vast size of the proposed MSCP when compared to surrounding residential houses and its proximity to residences are two important factors to the loss of residential amenity, particularly to the houses next door to this proposed MSCP. However the increased traffic movement, with associated noise disturbance and air pollution at a wide range of times of day and night, as well as the associated danger to children and families, will cause a significant loss of amenity to this very attractive southern suburb of Manchester.

- A single deck car park on the site would provide an overall staff provision of 813 spaces, under a more ambitious Green Travel Plan The Christie would satisfy its parking requirements until 2029. Of these 813 spaces, 173 are situated on the other sites such as Christie Fields, Palatine Road and Oak Road, therefore the proposed number of spaces on this site would need only be 640, i.e. 279 spaces less than the 919 proposed. The 640 spaces can be achieved with 515 existing spaces and a single deck car park for the extra 125 spaces.
- Instead of spending money on a new car park and extending the CPZ why not use that money to incentivise staff to use more sustainable means of transport.

Didsbury East Ward Councillors – Correspondence in support of the proposal has been received from Councillors D. Simcock, K. Simcock and Wilson. The comments are outlined below:

- The development of a new car park will provide capacity to help reduce the amount of parking currently taking place in the surrounding residential area.
- The development of a new car park (and the extension of the existing parking zone) is consistent with the wishes and expressed needs of an overwhelming majority of residents in the area. A consultation was carried out by Local Councillors to ascertain levels of support and/or dissatisfaction with the proposal and made these findings. In addition to this, the Christie itself has worked hard with local residents on the Christie Neighbourhood Forum over the past five years to engage with residents-seeking their input in order to ensure that the design and plan were appropriate and sympathetic to the local area.
- The Green Travel Plan developed by Christie is very comprehensive and evidence has already been presented to indicate that the plan is achieving on many of its targets.
- The dimensions of the proposed car park are now consistent with what was agreed by Manchester City Council's exec in 2013. The new development should not overbear in size as it is to be built to the height of houses in the local area. As such - this should not affect privacy of local residents. Furthermore I believe that the current levels of noise and air pollution experience by residents will be reduced as a more straightforward parking situation becomes available. This means less cars and people driving around seeking free spaces and disturbing the wider community.
- There is no overlooking or loss of privacy as a result of the proposal.
- Subject to my proposed amendment 1 the proposal is not overbearing.
- There is no significant loss of trees or ecological habitat and at amendment 3 I have a further proposal to make.
- There are no effects on archaeology, or listed buildings and the site is not in a conservation area.
- Once the car park is in use it will improve traffic flows and parking issues significantly, particularly on the roads around the hospital which are currently outside the boundaries of the CPZ. Air quality on surrounding streets and near schools close to Christie should be improved by agreeing this application as it will take hundreds of parked cars off these roads.

- Noise and disturbance from the scheme will be lessened for residents in the wider area and for those residents backing on to the site the measures to screen the car park will reduce the impact too.
- There is no flooding risk or disturbance from smells.
- From a public visual amenity perspective the current site is a surface car park. This will be replaced with a wood and living green faced building with great attempts made to make it not look like a car park.
- Some of the residents who back immediately onto the site feel there is a loss of residential amenity for them as a result of this application and as their local Councillor I report this on their behalf. Significant number of constituents living outside the CPZ, who now find that the cars that used to park nearer the hospital now park on their roads and are causing significant day time congestion, also feel that they are suffering from a loss of residential amenity.

The three ward councillors have suggested a number of amendments to the proposal:

- The proposed lift shaft on Rathen Road should be replaced with a flight of stairs. The proposed height is not in keeping with the height of the rest of the building.
- The financial contributions from Christie should be increased to enable extension of the CPZ and enforcement of the scheme. The CPZ will be extended to cover all those streets which are now blighted by heavy day time parking by Christie staff.
- Christie must consider the costs to the use of the car park and the scheme in place to ensure staff are aware of it and their encouragement to use it. Residents report that they regularly observe empty parking spaces on the current car park. This is a concern given that these plans have been drawn up specifically to help alleviate the effects of parking problems for local residents at some considerable disruption and inconvenience.
- Consider including Cotton Lane into the extension when this is considered. There are issues with cars passing one another on this road.
- The extended CPZ should cover the roads off Wilmslow Road as far as the junction with Fog Lane (including Westholme Road, Roseland Avenue and Brooklawn Drive), the roads surrounding St Cuthbert's RC Primary School, Cotton Lane and the roads off it (including Henwood Road, Francis Road and Wilderswood Road) and the north side of the section of Parkville Road which is currently not covered by the CPZ.
- In order to secure more funding, the design could be made more economically efficient by changing it so that there is one location for two lifts rather than three separate lift shafts.

Withington Ward Councillors – Correspondence in support of the proposal has been received from Councillors Moore, Reeves and Wills. The comments are outlined below:

- The Christie Hospital is a world class facility which we are pleased to have in our area. However, this comes at a cost to local residents with problems associated with parking in the area and for that reason the erection of the parking facility is welcomed.
- Christie's have learned some lessons from their failed car park application in 2011, and have undertaken extensive consultation with communities. This has primarily been through the Christie Neighbourhood Forum, which has strengthened relations between Christie's and local residents. For this application, Christie's held public consultation meetings and delivered leaflets. The car parking plans had been a dominant point of discussion at meetings of the Neighbourhood Forum. It is considered that as a result, the proposals have taken the needs of Withington residents into careful consideration.
- The residents parking scheme which has been in operation since September 2015 has helped the roads included, there has been displacement into previously unaffected areas in the ward. For that reason the extension of the parking zone to include the following streets is welcomed: Ridsdale Avenue, Norden Avenue, Westcott Avenue, Parbold Avenue, Thursby Avenue, Malvern Grove, Stow Gardens, Abberton Road, Langford Road, Goulden Road, Darlington Road, Brixton Avenue, Brooklands Avenue, Rutland Avenue, Newton Avenue, Westburne Grove, Chatham Grove, Sandhurst Avenue, Albemarle Avenue, Hill Street, Patten Street, Strathblane Close, Easthope Close, Hazelbank Avenue
- The proposed site is the most appropriate one to use. This is zoned for car parking to a height of three residential storeys around the perimeter and three commercial storeys away from neighbouring properties. This is in line with the Christie Strategic Development Framework (SDF) agreed by the City Council Executive in June 2013. The exception to this is the proposed lift shaft at the southern end.
- There would be no overlooking, loss of privacy or overshadowing, as the car park would be no higher than nearby residential properties, or the unoccupied nurse homes on the site. The site itself is not in a conservation area and there would be no damage to ecological habitat or significant loss of trees, indeed, the proposed greening of the walls of the car park will enhance this aspect of the site, making it look far more attractive than the current surface car park. There are no listed buildings within the immediate vicinity. For many residents, there will be improved amenity providing on-street parking by Christie's staff is resolved. Furthermore, there will be a reduction in noise thanks to plans to screen the car park.
- This application goes further in resolving current parking issues, parking being the primary issue raised by residents who I speak to in this part of Withington ward. Whilst the current CPZ has been successful to an extent, particularly for residents in the immediate vicinity of Christie's, it does not work for all residents. For those just outside the scheme, parking on their streets by Christie's staff is a major issue. For them, an extension of the CPZ will be a huge boon, however this extension can only happen if the car park application is approved.

A number of amendments to the proposal have been suggested by the three ward councillors:

- The proposed lift shaft at the southern end of the car park is not in a location that would be used by those using the car park, and furthermore it looks to be taller than three residential storeys. This would contravene the SDF, as a result it should be replaced with a flight of stairs for emergency use.
- All four walls of the car park should be green, not just the wall facing The Maggie Centre. This will be beneficial, both in terms of appearance and in improving air quality.
- There should also be more capacity for secure cycle parking and electric car charging points. This will show a greater commitment to encouraging alternative, greener modes of transport, and thereby improving air quality in the long term.
- A programme of planting 100 new trees on the site. This will fulfil a commitment not previously fulfilled when the Cancer Research Building was built. Furthermore, the trees that have been planted have not flourished.
- Increase the Christie's financial contribution to the Section 106 agreement, this additional amount would not only cover the CPZ extension, but could also be spent on better enforcement of the CPZ, as lack of enforcement is the main criticism that residents living in the current CPZ have of the scheme.
- Use some of the Section 106 funding to provide greener walking routes to main roads and schools.
- Full consultation of residents regarding the extension of the CPZ.
- Ensure that the car park is affordable to use.
- Greater consideration regarding the impact of the car park on local traffic flow. This is usually heavy in Withington during peak hours during the week (7.30-9.00am; 4.30-6.30pm). Measures such as traffic calming and redirection should be considered as means of mitigating against worsening congestion.

Ballbrook Conservation Area Parking Group – There is a serious parking issue in the area. Finding a space during the day is often impossible. This problem has only occurred since the Christie Parking Zone was started in September 2015 and the previous car park application rejected. There has been a huge influx of people from the Christie or associated organisations/contractors parking in our area. Parking surveys undertaken earlier this year found that there were 300 cars coming into the area to park each day, with around 200 stopping all day. Christie's own permit waiting list backs up our findings. There is strong empathy with all of the Christie staff and contractors who have to park here. Conversations with them have identified that many have journeys that are just not feasible by public transport. The professional, specialist and vocational nature of the work at The Christie means that staff are likely to travel from a wider area and then they have to walk up to 800 metres of the day to their place of work, sometimes at a late or early hour.

Withington Civic Society – The Withington Civic Society has submitted the following objections:

- An extension to the existing Controlled Parking Zone (CPZ) is needed.
- A review of and potential adjustments to the existing CPZ may also be needed.
- The proposed multi storey car park on the Kinnaird Road site is not needed and the application is opposed.

- The proposed car park would, if accepted, run counter to Manchester City Council's core strategy in a number of respects. In particular the guidance contained within paragraph 2.28 which is reproduced below:
 - *2.28 To meet the key challenges for the Greater Manchester Strategy and to achieve the Sustainable Community Strategy vision, Manchester must also address the following challenges:-*
 - *Reducing worklessness and deprivation Improving the skills of residents to meet the job opportunities*
 - *Reducing contribution to and mitigating effects of climate change*
 - *Creating neighbourhood focus, facilities and identity*
 - *Providing a choice of high quality safe and sustainable lifetime homes and neighbourhoods for a growing population*
 - *Removing health inequalities and enabling more healthy lifestyles*
 - *Improving access to employment and education*
 - *Reducing congestion on the roads, improving the reliability of public transport and reducing overcrowding*
 - *Improving the quality of air and water*
 - *Reducing the area of contaminated land and facilitating the re-use of previously developed land*
 - *Continuing to ensure that development is of a consistently high quality*
- The proposal is also contrary to the Core Strategy guidance on Neighbourhoods of Choice (page 34 of the Core Strategy) and Policy EN16 (Air Quality).
- In July 2013 the Christie produced its Strategic Planning Framework which was agreed by Manchester City Council in 2014. As part of the Strategic Planning Framework (SPF) a Transport Plan was incorporated. At Paragraph 9.1 of Revision 2 of that document it is stated that the Christie Transport Strategy is to reduce the overall number of single occupancy vehicles travelling to the Withington site to 40% by 2030, to promote sustainable modes of travel and to deliver a car parking solution which results in a reduction of on street parking in the vicinity of the hospital.
- The stated rationale for the proposed car park is to reduce on-street car parking. Reference is made to disturbance and complaints by local residents when staff park on residential streets. The evidence given is entirely anecdotal. Clearly there has been a problem for residents of some streets, for example those in the Ballbrook Conservation Area. However, no proper survey appears to have been undertaken to try and establish the scale of the problem, the streets affected and the identity of who the vehicles belong to. The assumption appears to have been made that the "offending" vehicles all relate to The Christie staff. On this flimsy evidence the applicant wishes to build a large multi storey car park in the middle of a residential area.
- Notwithstanding the absence of a proper survey to clarify the scale and geographical extent of the stated problem, neither does there appear to have been any attempt to consider or discuss the possible alternatives. It is accepted that The Christie has engaged the community in substantial consultation. But that consultation was limited in scope. No attempt has been

made by The Christie to engage the community in a discussion as to what the alternatives were. Indeed it would have been difficult to do so without more cogent evidence including a proper and detailed survey to identify the problem. Instead, The Christie puts forward the proposed car park together with the Green Travel Plan and the present Controlled Parking Zone as if these are all interdependent and the only solution to the (undefined) parking problem.

- The Christie gives a present figure for staff of about 2,400 plus 300 volunteers and 300 University of Manchester staff employed at the Paterson Institute. It was suggested at the time of the previous application for a multi storey car park on this site in 2012 that staff car travel would peak in 2015. Indeed it is noted at Paragraph 2.29 of the Planning Statement that staff parking demand will be reduced by some 400 spaces by 2030 as a result of the effect of the Green Travel Plan.
- Further, there are a number of factors, not mentioned by The Christie in their supporting documentation, which are likely to reduce demand, including for example increased use of satellite facilities, increased use of home treatments, and spread of working hours from Monday to Friday 9am to 5 pm for many staff and relocation of backroom staff to more sustainable sites.
- A multi storey car park is of its nature designed to attract a large number of cars into a small space. The hoped for effect is that it will reduce local on street parking. A more likely effect is that it will attract more staff to drive to work rather than, for example use public transport. A negative effect on The Green Travel Plan is inevitable. An attempt to mitigate the effect of staff car parking on local roads was made with the Controlled Parking Zone (CPZ). A simple way to ameliorate the concerns of householders currently outside the CPZ is to extend the CPZ. In addition, there should be a review of the current CPZ to see how it is working and make adjustments as required and ensure that there is adequate enforcement.
- Some local residents believe that some/much on street parking is attributable to non-Christie staff, for example commuters using the metro on Burton Road.
- An extension of the CPZ would satisfy the understandable concerns of local residents presently just outside the present CPZ whilst at the same time enhancing The Green Travel Plan. There is no logical reason to link an extension to the CPZ to the building of a multi storey car park.
- A counter argument might be that simply extending the CPZ would just shift the “problem” to other streets; but of course that is not the case as the geographical area would become much wider. Further, it would inevitably encourage at least some drivers to change their travel arrangements to public transport.
- The proposed car park would attract a large number of vehicles along Wilmslow Road and into Cotton Lane, already a highly congested area of Withington. New traffic lights, essential for the safety of pedestrians and cyclists, would reduce traffic flow and cause congestion on Wilmslow Road and inevitably lead to a large number of vehicles idling in traffic queues and at traffic lights particularly at peak periods. The same of course would apply to the car park entrance/exit.
- It should be noted that the Air Quality Summary Matrix indicates that during operation of the car park there will be some effect from pollutants, described as “negligible/slight adverse” and of course during construction the

significance is “high risk”. A multi storey car park in a highly residential area would inevitably have some impact on local air quality, a matter of particular concern given the proximity of The Maggie’s Centre, several local schools and many residential dwellings. Even a “slight adverse” effect is undesirable and should be avoided.

- Air pollution over a wide area may not be worse if this car park is built. But it may be considerably worse at certain key locations, and the Wilmslow Road/Cotton Lane junction is one of them.
- What steps have been taken to increase park and ride facilities?
- Has any consideration been given to the use of the car park site at Withington Community Hospital?
- The Cotton Hill/Kinnaird Road site is not well placed for a multi storey car park. This was acknowledged in the planning application for the Palatine Road multi storey car park
- The loss of amenity for local residents would be considerable.
- The proposed demolition of two former nurses’ homes is highly undesirable when there is a desperate need for 1 and 2 bedroom flats in the area. An NHS hospital, especially a cancer treatment hospital and existing research centre, should not be spending millions on this proposal with all the attendant disamenity problems; it should be spending the money on patient care.
- The safety and well-being of the local community is more important than the convenience of staff parking for those who use cars. The greater good requires that the proposed car park should not be built. It would have an adverse effect on the area as a Neighbourhood of Choice (as set out in the Core Strategy). To quote The Christie’s own documentation: *“beyond the CPZ there is an undefined available supply of on-street parking that is limited only by the willingness of drivers to walk from a location to and from the hospital”*.
- If the proposal is to be approved it should be built underground. Failing that, it should be smaller, both in terms of its height and mass and increased space should be allowed between its southern extremity and Rathen Road. The site is land-locked on three sides by residential housing and therefore, as was agreed in 2012, totally unsuitable for a massive city-centre style structure. Around 2011.
- Any such car park must be for staff parking only and this should be secured in perpetuity so it cannot be flipped to patient and/or visitor use at a later date). The car parking should be free or very cheap to encourage its use. Otherwise it will just end up as a car park for the Consultants and the nurses and support staff will end up parking further and further away on the side streets.
- The proposed junction arrangements at Cotton Lane/Wilmslow Road (and Cotton Lane/Heyscroft Road) are welcomed and should be conditional as part of any approval granted.
- The funding by The Christie of an extension to the CPZ should include the two Withington Village public car parks, Burton Road and some streets off, and streets in the south-west corner of the Hartley estate.
- The Section 106 Agreement should include monies for planting approved species of trees along the worst affected roads such as Cotton Lane, Cotton Hill, Heyscroft Road and Kingslea Road.

Manchester Civic Society – The Manchester Civic Society have submitted the following objections:

- Even though satellite facilities are now used at other sites within Greater Manchester, the Christie Hospital site still grows, and this is likely to continue. For instance, a world-class hospital needs to keep pace with new, expensive instrumentation, both for clinical and research needs. In the central core of the Christie's land, there is little undeveloped space. To use the limited space released for parking seems a luxury in the context of other, more core needs which can be anticipated for the limited footprint available on the immediate site.
- That said, there is clearly an unmet need for staff parking. The Green Travel Plan that the Christie has developed is impressive in its scope and delivery. But the tailing-off shown in the rate of progress to the percentage of sustainable travel may be optimistic in the ambition of hitting the target of 60% by 2030. There is concern that the Travel Plan seems to embrace the possibility of even more draconian measures to constrain staff in their use of cars to travel to work. This is because the delivery of additional car parking spaces here is very limited.
- It is surprising that, although the proposed car park will 'provide up to eight tiers of parking', it will only generate 404 extra parking spaces, merely doubling the capacity on this site. To release the site in question will require demolition of existing buildings. The spaces generated seem a poor return for the work envisaged. It will have a most detrimental impact on the neighbouring residential area.
- This proposal is not radical enough to deliver what is needed for staff parking. It would be a waste of a key site and also a waste of money to build as proposed. Instead, alternative sites nearby could be considered. A short distance along Wilmslow Road, towards Fog Lane, there is an overspill parking site. It could perhaps be better exploited. There is also the telephone exchange site. These may be unavailable, but surely there are some opportunities other than this proposal.
- The suggestion in the Travel Plan of relocating administrative staff off site may also have some merit.
- Alternatives may be expensive, but it is felt that this scheme is not sufficiently future-proofed in its use of the valuable site and could prove costly in the long run, when more clinical needs become pressing for a site as close as this one is to the core of the hospital.

Highway Services – Highway Services have made the following comments:

Trip Generation and Junction Capacity – It is envisaged that the proposal would generate a net impact in the order of 136 and 144 two-way trips in the AM and PM peak hour periods respectively. This results in a total of 296 AM and 313 PM peak two way trips as a collective 881 space car park site.

Given the level of expected peak hour trips the applicant has liaised with the Council and Transport for Greater Manchester HFAS (Highway Forecasting and Analytical Services) and UTC (Urban Traffic Control) were consulted in relation to the trip generation and junction capacity assessments.

UTC made the following comments:

- The number of bicycle parking spaces (26) seems low as a percentage of the total number of car parking spaces.
- Some information should be provided to explain what provision for ensuring cycle security is included within the car park.
- The state of the footways located in the vicinity of the proposed car park is not covered. These should be included to ensure that footways are smooth and suitable for those with limited mobility.
- Costs of the car park should be provided, not to discourage people using the car park and hence reduce the pressure on the local roads.
- Management regime of the car park should be explained in the more detail to ensure that traffic doesn't queue back onto the road waiting to get into the car park.
- Staggered work times would help the nine to five pressure of arrivals and departures
- Future provision of Car Park Guidance Information signs showing the current occupancy of the car park should be considered.
- Ability to count the number of occupied spaces within the car park should be required to understand the use of the car park. This information may be necessary if on-street parking continues to be a problem
- Arrival rates and departure rates tend to very 'peaky' in the vicinity of hospitals – the LINSIG modelling should account of this.
- The LINSIG models for the proposed traffic signal controlled junction have been assessed the traffic modelling is suitably accurate to provide an indication of the likely operation of the junction
- The modelling predicts that the junction operates with spare traffic capacity in 2019 morning and evening peaks.
- The modelling predicts the junction will operate above practical reserve capacity in the evening peak in 2030
- To mitigate the impact of the traffic the junction should run under MOVA control, this will be included as part of the junction design and operation.
- Note that the egress from the school should be signalised to ensure a safe operation of the junction.

HFAS made the following comments:

- There are some errors in Table 3: for Palatine centre the staff spaces are listed as 24, patient and visitor as 0 but the total is 28. Candleford Road has 22 staff spaces but the total for this particular location is shown as 21. Having said this, the overall totals for Table 3 are correct.
- Staff parking is currently an issue and it is likely that this development would help to alleviate the problem.
- If the Council are inclined to approve the proposal HFAS would recommend that the junction improvements to Heyscroft Road and Cotton Lane be put in place to improve the safety of this junction.
- Design for the signalisation of the Wilmslow Road/Cotton Lane junction will need to be approved by UTC prior to final approval of the development.

Parking – The development site is located within an existing 476-space car park for use by The Christie staff. Additional parking for staff, patients and visitors to the hospital is provided across the wider Christie site, bringing the total provision (including the Cotton Lane car park as well as an off-site Park & Ride facility) to approximately 1,020 spaces.

In addition to on-site car parking, there are a number of on-street car parking spaces near the site. A Controlled Parking Zone (CPZ), known as the Christie Parking Scheme, was introduced as part of a Section 106 agreement between MCC and the Trust. The CPZ restricts parking for non-permit holders to a maximum duration of 3 hours for certain periods of the day.

There are approximately 600 parking spaces within the CPZ available to non-permit holders, with the remaining on-street spaces (approximately 640) restricted to permit residential parking, disabled parking and private parking. Highway Services are aware of a number of issues on the periphery of the CPZ which are to be monitored and mitigated as part of the ongoing Green Travel Plan (GTP) process.

Achieving the targets set out in the GTP will not fully resolve the parking issues of the hospital or the nearby residential communities. It is therefore concluded that in order to resolve the adverse effects of on-street parking within residential areas, additional on-site parking is required.

The proposal will provide 565 car parking spaces over eight tiers. A reconfigured surface level car park will also provide a further 253 external spaces. This equates to 818 spaces in total (a net increase of 404 spaces) and represents an 85% increase in parking capacity at this location.

The new parking provision will include 24 disabled spaces and a further 12 active electric vehicle parking spaces.

The number of disabled parking bays appears low for a parking provision of this size. The applicant should confirm that a minimum of 4% disabled parking spaces have been provided in accordance with Core Strategy parking standards. The 4% provision should be based on a parking capacity of 818 parking spaces.

Similarly it appears that the number of active electric vehicle parking spaces is low. It is recommended that the site provides a minimum of 10% electric vehicle parking spaces within the Tiered Car Park element of the site. Further information is also required regarding the car park infrastructure to allow for further charging points to be delivered in the future. Future increases in electric charging points should be closely linked to the sites ongoing GTP monitoring process.

Additional information is required as to the need for short stay drop-off/pick-up within the car park layout.

Further information is also required regarding the proposed charges / permits for staff to utilise the TCP and surface level car parks. This will be crucial to ensuring that the car parks occupancy figures remain high and reduces the impact of staff on-street parking in the surrounding area. In order to monitor car park capacity the applicant should confirm how the car parks occupancy levels can be monitored on a daily basis as part of a car park monitoring strategy. It is recommended that the strategy is conditioned as part of any planning approval.

Off-site Highway Works – A number of off-site highway improvement schemes are proposed as part of the scheme. All of the works required to achieve the above should be undertaken via a S278 agreement, to be funded by the applicant.

Green Travel Plan – The hospital is committed to monitoring and implementing sustainable travel at the site and will continue to do so working closely with the Council and TfGM to reduce car reliance and meet the ongoing targets.

Cycle Parking – The applicant has indicated that an additional 26 cycle parking spaces will be provided to complement the existing cycle parking provision across the Christie campus. Given the importance of the GTP at the hospital site, the number of cycle spaces appears low and it is recommended that the applicant maximises the provision of cycle parking to encourage cycling at the site. The applicant should also provide further information regarding the location of the cycle parking in terms of shelter and security.

Drainage and Lighting – It is recommended that the applicant liaises with Manchester City Council's Flood Risk Management and Street Lighting teams to discuss lighting and drainage associated with the new car park layout.

Servicing and Refuse Collection – The applicant should confirm that servicing/refuse collection arrangements are not impacted by the proposal.

Construction – Further information is required regarding the displacement of existing staff parking at the site during construction works. There will be a requirement for a temporary parking arrangement to be agreed to ensure that staff parking is not displaced onto the adopted highway. This agreement should be conditioned and attached to any planning permission that may be granted.

It is recommended that a detailed Construction Management Plan is provided by the applicant prior to any construction works beginning. It is recommended that the Construction Management Plan details the phasing and quantification/classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality. It is recommended that the above is conditioned and attached to any planning permission that may be granted.

Environmental Health – Suggests the imposition of the standard contaminated land condition.

Flood Risk Management – Have suggested the imposition of two drainage conditions to manage surface water and prevent flooding and contamination.

Greater Manchester Police (GMP) – GMP have stated that the proposed development should be designed and constructed in accordance with the recommendations contained within the submitted Crime Impact Statement and a planning condition should be added to reflect the physical security specification listed within it. In summary, GMP have stated that their support for this application is dependent on the recommendations made within the Crime Impact Statement being incorporated into this proposal.

Greater Manchester Ecology Unit – The ecological assessments undertaken as part of the Environmental Statement (ES) appear to have been undertaken to an appropriate level. Overall the surveys and assessment found the site to have limited ecological value, with the majority of the interest being in relation to bats and birds. Provided the mitigation measures outlined in the ES are implemented in full, there should be no ecological issues with this proposal. It is recommended that these measures are implemented via planning condition.

High Speed Two (HS2) Limited – HS2 Ltd has no objections in planning terms to the proposed development. However, attention is drawn to the fact that the part of the site is within the safeguarding sub-surface Limits of Land for Phase 2b of HS2 that were formally issued by the Secretary of State for Transport on the 17th July 2017. Accordingly, in the event that the City Council is minded to grant planning permission the following informative should be attached to the decision notice:

The applicant is advised that part of the application sites fall within land that may be required to construct and/or operate Phase 2b of a high speed rail line from Crewe to Manchester and the West Midlands to Leeds, known as High Speed Two. Powers to construct and operate High Speed Two are to be sought by promoting a hybrid Bill in Parliament. As a result the application site may be compulsorily purchased.

United Utilities – Suggests the imposition of drainage conditions.

Policies

The National Planning Policy Framework (NPPF) – The NPPF was published on the 27 March 2012 and replaces and revokes a number of Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs) previously produced by Central Government.

The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining planning applications. It does not change the statutory status of the development plan, i.e. the Core Strategy, as the starting point for decision making and it states further that development that accords with an up-to-date local plan, such as the Core Strategy, should be approved unless other material considerations indicate otherwise.

The NPPF states that the planning system must contribute to the achievement of sustainable development. These are encapsulated into three categories: economic, social and environmental.

Within paragraph 17 of the NPPF, core land use planning principles are identified. The most relevant principles to this proposal are:

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below

Policy SP1, *Spatial Principles*, - Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment. This is discussed below.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, the most relevant of which are detailed below:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Policy EC9, *South Manchester* – South Manchester is not expected to make a significant contribution to employment provision within the City. New development is expected to mainly comprise office development, although proposals for high technology industry and research will also be supported. The policy continues further stating that employment and economic development provision will be within existing employment locations such as The Christie Hospital.

Policy EN1, *Design Principles and Strategic Character Areas* – All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN 9, *Green Infrastructure* – New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy EN 14, *Flood Risk* – This policy states that an appropriate Flood Risk Assessment will be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs). It states further that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide and in CDAs, evidence to justify the surface water run-off approach/rates will be required.

Saved UDP Policy, Area Policy WB2, *Employment and Economic Development* – In considering proposals for the expansion and/or redevelopment of major employment sites in the area, particularly the Christie Hospital on Wilmslow Road, the Council will have regard to the need to minimise any impact upon the environmental quality and character of the area, residential amenity, and traffic movements.

The Christie Strategic Planning Framework – The Strategic Planning Framework (SPF) was prepared by The Christie NHS Foundation Trust. The Framework provides a spatial context for future growth at the site to would enable development to be brought forward in a manner that respects its neighbourhood. It was endorsed by The Executive Committee on 18th June 2014, (subject to clarification of the height of any new multi-storey car park) and the Planning and Highways Committee were requested to take it into consideration when determining planning applications relating to the hospital site.

Section 6 outlines the strategic aspirations of The Christie, one of which is “a long term parking solution” (Table 6.2: Schedule of Development Projects).

Section 7 describes the principles that should be taken into consideration when designing proposals at The Christie

1. Ensuring that the existing character of surrounding streets is preserved.
2. Maintaining and enhancing existing street frontages by respecting established boundary treatments, landscape treatments and building set-backs and following the established relationship of buildings to the street.
3. Establishing parameters for development that identify the maximum height and scale of new built form that can be accommodated without prejudicing local character or amenity.
4. Ensuring that important street views that contribute to local character are not adversely affected by development.
5. Ensuring that the setting of the Conservation Area, and the character of the Grade II listed Red Lion PH, are not adversely impacted.
6. Where existing properties back onto the site ensuring that residential amenity, privacy and security to these dwellings is maintained by the boundary treatment, landscape buffer and position and scale of new buildings.

Section 7.10 also outlines seven potential developments zones, one of which is this application site:

1. The larger part of the Kinnaird Road site, to the east of the MCRC. This area is mostly occupied by car parking at present but also includes a number of uses in outdated buildings that could potentially be accommodated in better accommodation. A large part of this site could be developed at an appropriate scale whilst respecting set back distances, providing suitable landscape buffers and retained mature trees. Development of this site would need to fully integrated with thinking on the Transport and Parking Framework as it is likely to displace many spaces.

Section 8 in the SPF provides further guidance on how these sites should be developed.

It states that this site is the largest and most complex site and also the most sensitive. It states further that it has the potential to accommodate a range of uses, including staff parking in response to projected requirements from the Transport and Parking Framework. The development parameters vary across this site, in accordance with the changing site conditions and interface with the surrounding

environment but it does state that in general the Kinnaird Road site has the potential to accommodate development of a massing that reduces in scale eastwards, from the large MCRC building to a domestic scale development at the sensitive eastern edges of the site.

Further on in Section 8 (8.13), the SPF discuss more specifically the development parameters close to the Cotton Hill and Rathen Road dwellings. It states that the frontages to the rear of properties on Rathen Road and Cotton Hill are more sensitive and that residential amenity, privacy and security must be respected by any development along this frontage. This will necessitate locating development at an appropriate set back from these properties with a strong landscape buffer being provided along this interface. Any development here should be of a similar scale to these properties, i.e. the equivalent of two-and-a half residential storeys (approximately 8 to 9 metres at ridge height).

In section 8.14 the SPF states that there is potential for the interior of the site to be developed without adversely affecting local character or residential amenity. Given the increased distance from the edges and the removal of any direct relationship to a street, this site could accommodate development of up to three commercial-sized storeys (approximately 13 metres to ridge height). Given the impact on existing parking spaces here, and those lost on the parts of the site described above, this area is likely, at least in part, to be required to provide a car parking solution for wider site, in accordance with agreed Transport & Parking Strategy. This could involve multi-storey car parking to be provided within the parameters discussed above.

Section 9 of the SPF, entitled "*Transport and Parking Framework*", is also of relevance. Under the subheading "*Future Parking Framework*" (page 86), the SPF states that the first objective must be to continue to change the behaviour of staff and promote more travel by sustainable means and car sharing. Significant progress on this has already been made by the Trust since 2005 – reducing the percentage of staff who drive to work from 71% to 63%. National best practice from other hospital sites indicates that reducing travel by private car to 45-50% would be a challenging but potentially achievable target.

The SPF states that analysis of current parking demand and provision reveals a significant shortfall in supply of staff parking in comparison to demand and even when the challenging Travel Plan targets are applied there would still be an outstanding demand of 465-570 spaces. There is then the need to consider the additional staff parking demand that will result from the committed, emerged and anticipated new developments – which are of major importance for both the Trust and the City in terms of both healthcare treatment and the local economy. Based on current estimates of the number of additional jobs this is likely to result in a total outstanding demand of 665 spaces (applying achievement of a 45% Travel Plan target).

Environmental Impact Assessment (EIA) – The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017

During the EIA process the applicant has considered an extensive range of potential environmental effects in consultation with the City Council and a number of statutory bodies. The list of topic areas considered in the Scoping Report is listed below:

- Air quality
- Biodiversity
- Noise
- Transport
- Sunlight and daylight
- Light obtrusion
- Townscape and Visual Impact

The likely impact of the EIA and non-EIA topic areas are covered below.

Guide to Development in Manchester Supplementary Planning Guidance –

Recognises the importance of an area 's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Issues

Principle of the Proposal – The very nature of the hospital and travel patterns of its patients, staff, and visitors means that it is a major generator of travel in South Manchester. While the Parking Statement submitted with the application confirms that sufficient parking spaces exist for The Christie's patients, it has highlighted that it lacks sufficient facilities for its staff. It has been shown that there is a demand for approximately 1,750 staff spaces, but it only has approximately 610 parking spaces for staff at present. Consequently, the assessment presented in the Parking Statement estimates that there is a significant shortfall. The demand for spaces coupled with the lack of on-site parking has meant that on-street parking in the neighbourhoods surrounding the hospital has arisen and has impacted upon the levels of residential amenity enjoyed by the residents of those neighbourhoods due to:

- The increased vehicular movements on residential streets can cause localised disturbance;
- The limited availability of parking spaces restricts the ability for residents (and their visitors) to park near to their homes;
- Increased occurrences of illegal or unsafe parking on streets (such as blocking driveways or parking on corners);
- Occasional confrontation with non-resident vehicle owners.

It is acknowledged that since the introduction of its Green Travel Plan (GTP) in 2014 the applicants have made progress in reducing the number of staff who travel in sole occupancy vehicles, i.e. from 62% in 2013 to 57% in 2017, and increasing the number of staff who travelled by sustainable modes, i.e. from 35% in 2013 to 43% in 2017. Sustainable modes include walking, cycling, use of public transport, car sharing and the establishment of park and ride facilities. Despite these modal shifts it is recognised that achieving the targets set in the GTP will not fully resolve the parking issues of the hospital or the nearby residential communities. It is therefore concluded that in order to resolve the adverse effects of on-street parking within residential areas, additional on-site parking is required.

There is an issue here about growth. The Christie serves an important role in terms of delivering the health objectives of the City and the Region. The SRF anticipates that this key role will continue to grow and employment levels on the site will increase. Whilst it is expected that the GTP will continue to improve the modal split there will continue to be a demand for car parking.

Given this, and the fact that The Christie SPF does state that the site is suitable for “a long term parking solution” and outlines the development parameters, i.e. ridge heights and the need for a landscaped buffer, the principle of the proposal is considered acceptable.

Notwithstanding this, it is acknowledged that a development such as this does bring with it many concerns and as such the potential impact upon the levels of residential and visual amenity enjoyed within the vicinity of the site, along with the pedestrian and highway safety, must be assessed fully and this has been undertaken below.

Air Quality – The air quality assessment has considered the potential impact up to 2 kilometres from the proposal on human receptors including residential properties, hospitals and schools. The assessment used computer models to predict the dispersion of air emissions from the construction and operation of the multi-storey car park. The proposal is located close to the Greater Manchester Air Quality Management Area (AQMA). The AQMA was declared in 2016 for exceeding the annual mean objective for NO₂ (nitrogen dioxide). Greater Manchester Combined Authority (GMCA) undertakes air quality monitoring across Manchester. Six of these monitoring sites are within 2 kilometres of the proposed car park and represent the likely concentrations at the site. All of the sites, with the exception of one (Princess Road) have recorded concentrations below the annual mean air quality objective in recent years.

Likely impact during construction and operation phases of the proposal are outlined below.

Construction Phase - The main impacts that may arise during construction of the proposed development are likely to include:

- Dust deposition, resulting in the soiling of surfaces;
- Visible dust plumes;
- Elevated particulate matter concentrations as a result of dust-generating activities on site; and
- An increase in NO₂ and PM₁₀ (particulate matter) concentrations due to exhaust emissions from non-road mobile machinery and vehicles accessing the site.

Sensitive receptors to pollutants and dust during construction within 20 metres of the site boundary have been identified and include residential properties and the Maggie’s Centre. Taking into consideration the sensitivity of the area, the EIA has concluded that there is a high risk of dust soiling during construction and medium risk to human health without mitigation. However, it is recognised that best practice measures would be used during construction of the proposed development, including those listed in the latest guidance by the Institute of Air Quality Management and it is anticipated that with the implementation of effective site-specific mitigation measures, the effect on air quality during construction would not be considered significant. These mitigation measures can be included within the Construction Environmental Management Plan (CEMP), which would form a planning condition attached to any approval granted. As a result it is considered that the effects from the construction of the proposed development would be properly managed.

Operational Phase – Operation of the proposed multi-storey car park has the potential to impact air quality as a result of traffic exhaust emissions associated with the vehicle trips generated, i.e. an increase in pollutant concentrations (mainly NO₂ and particulate matter - PM₁₀ or PM_{2.5}).

Fourteen receptor sites have been assessed (Wilmslow Road, Manchester Muslim Prep School, 4 x Cotton Lane, Princess Road, The Christie Hospital, The MCRC, St. Cuthbert's RC Primary School, 2 x Cotton Hill, Rathen Road and Maggie Centre) and of these it has been determined that only four will see a slight rise in NO₂ concentrations, namely two on Cotton Lane, the Princess Road monitoring station and at The MCRC. This has been categorised as being *slight adverse*. Results of the modelling show that no exceedances of the annual mean particulate matter (PM₁₀ or PM_{2.5}) objectives are predicted at any of the fourteen receptor locations.

No significant effects have been identified for the operational phase.

Biodiversity – The applicant has undertaken an Ecological Appraisal consisting of a desk study of statutory and non-statutory designated sites within the site plus a 2 kilometre buffer; a Phase 1 Habitat survey within the site and a bat roost assessment.

The following habitat types were identified during the desk top study of the site and they were considered to be of limited ecological value due to their low botanical diversity:

- hardstanding and buildings
- amenity grassland
- introduced shrubs
- scrub (scattered and dense)
- semi-improved grassland
- broadleaved trees.

Notwithstanding this low diversity, the scrub, broadleaved trees and buildings were considered suitable for common breeding birds and two sycamore trees (both to be retained) were identified as having low bat roost suitability. In line with current survey guidelines, further surveys were not recommended, however, precautionary measures were recommended in relation to potential felling and pruning activities.

The field survey also identified one tree and three buildings as having moderate bat roost suitability. The continuous landscape features along the north and east of the site were considered to provide connectivity to offsite resources. Consequently, two bat activity surveys were undertaken and while they did not identify any bat roosts on site a small number of foraging and commuting bats were recorded on site including common pipistrelle, soprano pipistrelle, noctule and *Myotis* species. Bat activity was predominantly recorded along the eastern boundary of the site. It was determined that the trees and scrub in this area provided foraging habitat and a commuting route for low numbers of bats. The appraisal has deemed it unlikely that the site supports badger, riparian mammals, great crested newts, reptiles, white clawed crayfish and notable species of invertebrates.

Likely impact during construction and operation phases of the proposal are outlined below.

Construction phase – During the period of construction, demolition of the buildings and vegetation clearance will result in a temporary reduction in habitat for bird nesting and foraging. Furthermore, in the absence of mitigation these activities could result in direct harm to protected bird species and destruction of their nests.

Overall it is determined that the proposed development could result in a minor negative impact on birds at the local scale during the construction phase.

The removal of a number of the trees on site will reduce the foraging/commuting habitat for bats that currently visit the area. However, as this reduction would only last for a single bat season, due to re-planting as part of the proposed landscape mitigation works, it is considered that this would be a minor negative impact.

Operational phase – Whilst the proposed car park will be a larger structure and will be of a different style and construction to the existing buildings on site, it is considered that it will provide a similar level of nesting opportunity for birds as the existing buildings. Therefore during the operational phase of the development there will be no overall loss of habitat for nesting birds. The light and noise assessments have determined that there will be no overall increase in both factors, as a result it is not considered that light or noise resulting from the operational phase will impact upon bird habitats.

The loss of several trees along the eastern boundary has the potential to impact upon bat foraging but as the applicant is proposing to plant replacement trees in this area it is considered that this loss can be successfully mitigated against.

In terms of light obtrusion, the external lighting in the eastern part of the site will be subject to dimming after 2200hrs which will assist in minimising potential nuisance to bats. Given this and the fact that no likely significant effects from noise have been identified, it is considered that the operational phase of the proposal will have a negligible impact on bats.

Noise – The proposed site lies in a predominantly residential area where the ambient noise climate is dominated by local road traffic. The background noise consists mainly of distant road traffic noise with building services noise present in some locations. There are no significant sources of vibration in the area.

Noise and vibration impacts and effects have been considered at sensitive receptors in the vicinity including dwellings on Cotton Lane, Cotton Hill, Heyscroft Road, Rathen Road and Kinnaird Road, the Maggie's Centre and St Cuthbert's RC Primary School.

Construction Phase – The impact of the construction phase has been assessed with particular focus on noise and vibration from demolition, noise and vibration from construction activities and off-site noise from construction road traffic on neighbouring roads. The construction noise and vibration assessment is based on the realistic worst case scenario within the parameters of the proposed development

and considers the noisiest likely processes within each phase of the works. With the implementation of best practicable means as described in British Standard BS5228, "*Code of practice for noise and vibration control on construction and open sites*" and control measures outlined in a construction management plan, which will be subject to a planning condition, it is understood that significant effects will be reduced but will remain at the nearest receptors.

It is acknowledged that the erection of a 2.4 metre high solid site hoarding will be effective at reducing noise levels at ground floor level to below the threshold for significant effects. Notwithstanding this, it is noted that upper floors of the adjoining dwellinghouses would not benefit from this screening.

In addition to the imposition of a planning condition requiring the submission and approval of a construction management plan, construction noise impacts can be controlled through existing noise control legislation under Section 61 of the Control of Pollution Act, which allows the contractor and local authority to agree noise levels and hours of work.

In light of the above it is not considered that there will be any significant effects from the construction phase.

Operational Phase – The EIA assessed the potential impact from noise during the operational phase from the following four sources:

- noise from vehicle movements within the proposed development
- noise from vehicle movements on the proposed access road
- noise from changes in road traffic on neighbouring roads due to the proposed development
- noise from building services plant.

Assessments of vehicle movements inside the site have determined that there will be a barely perceptible increase of 3 decibels (dB). The use of suitable building materials (timber cladding and crash barriers) will provide a degree of noise screening for vehicle movements within the car park. Assessments of vehicle movements on the surrounding roads have shown that there will be an even smaller increase in the dB levels, i.e. between 0.1dB to 1.4dB. In both cases it is considered that this would lead to no significant effect.

A number of mitigation measures are proposed to limit noise from plant/machinery associated with the development:

- selection of suitable building envelope constructions to minimise noise breakout
- selection of low noise building services equipment
- appropriate location and orientation of plant and equipment
- provision of additional acoustic attenuation where necessary

These measures will be controlled by a suitably worded planning condition and given this it is considered that there will be no significant effects from plant/machinery noise during the operational phase.

Transport – The applicants have undertaken an assessment to understand the impact of the proposal during both the construction and operational phases upon the highway network.

Construction Phase – The overall traffic levels in the vicinity of the site are forecast to reduce during the construction phase. However, the volume of HGVs are predicted to increase during construction though a 2% increase on Wilmslow Road will not give rise to any significant effects. On Cotton Lane, an increase of up to 75% in HGV volume is predicted during peak periods of construction, as such the overall significance of the effect on Cotton Lane would be ‘major’. This effect will be limited to the period of peak construction activity, expected to last for 8 to 10 weeks. For the remainder of the construction programme, when HGV movements are lower, the magnitude of the impact will be reduced further and the effect will not be significant. While the percentage increase is considered large it is recognised that this is a result of the low baseline number of HGV movements along Cotton Lane.

To ensure that disruption is kept to a minimum and the pedestrian/highway safety maintained, a planning condition requiring the submission of a Construction Traffic Management Plan (CTMP) is suggested. The CTMP will include the following measures:

- a methodology to minimise vehicle movements and reduce the impact upon the surrounding highway network
- an agreement on suitable construction vehicle routes and subsequent diversion and directional signage
- a strategy for managing the displacement of existing staff parking
- an agreement on how construction vehicles should avoid or minimise travel during the AM and PM peak periods
- details of any site access strategy including how to potentially minimise potential conflict between construction traffic and other vehicle movements, including pedestrians and cyclists.

Operational Phase – A trip generation exercise was undertaken as part of the assessment to quantify the existing trip generation of the site, as well as the likely trip generation following construction of the car park. It has predicted that the proposed development is expected to result in a localised net increase of 136 vehicle movements in the AM Peak and 144 in the PM Peak. It should be noted that the trips that arrive at and depart from the proposed car park will not be ‘new’ trips as no changes to the operation of The Christie are proposed as part of this development. As such, any trips to and from the development are considered to be existing trips that currently park off-site and these trips will therefore be diverted trips that already exist on the wider highway network. As a result no operational impacts with a ‘moderate’ or ‘major’ significance have been identified and no mitigation measures are suggested.

Notwithstanding this, as the proposal will result in an increase in the number of staff crossing Wilmslow Road to access The Christie, mitigation is proposed for the operational phase by way of the signalisation of the Cotton Lane/Wilmslow Road junction and upgrades to the Heyscroft Road/Cotton Lane junction to improve the pedestrian amenity at the junction:

- Junction improvements at the Cotton Lane/Wilmslow Road junction, including a reconfiguration of the existing road layout, upgrading the existing traffic lights and enhancing the cycle infrastructure through the introduction of advance cycle stop boxes.
- Introduction of a Pelican crossing at the Cotton Lane/Wilmslow Road junction to enhance connectivity with the main hospital campus.
- Junction improvements to the Cotton Lane/Heyscroft Road junction, including the building out of the kerbs on each side of Heyscroft Road.

Overall, it is not considered that the proposal will generate such significant traffic movements once operational so as to prove detrimental to the levels of pedestrian and highways safety enjoyed within the vicinity of the site.

Issues Raised by Highway Services – Highways Services raised a number of issues regarding the operation of the proposal, the applicant has responded accordingly:

- *Costs of the car park should be provided* – A balance needs to be achieved between encouraging car-based trips by providing free parking for staff and setting a charge that is too high and would discourage car park use, meaning that staff park on nearby residential streets. A charging regime is proposed which is consistent with the existing staff permit process.
- *Management regime of the car park should be explained in the more detail, this is to ensure that traffic doesn't queue back onto the road waiting to get into the car park* – Based on a typical single-barrier entry rate of 360 vehicles per hour (in line with the Institution of Structural Engineers 'Design Recommendations for Multi-Storey and Underground Car Parks'), the anticipated peak flow into the car park of 124 vehicles per hour would be well within capacity. Long queues would not build up as the rate at which the barrier would permit entry is approximately three times the peak anticipated rate of arrival of vehicles. Long queues would not therefore be anticipated. Should there be specific peaks within the peak hour of arrival, the car park entry barrier is located approximately 110m into the site, providing sufficient space for approximately 20 vehicles to queue at the barrier before blocking back would affect the highway. It is therefore considered that traffic would not queue back onto the road.
- *In the future provision for Car Park Guidance Information signs showing the current occupancy of the car park may be necessary, it isn't considered necessary at this stage but there should be provision* – Such signage could be located within the Cotton Lane car park and would not necessarily need to be located on the highway.
- *The number of disabled parking bays appears low for a parking provision of this size. The applicant should confirm that a minimum of 4% disabled parking spaces have been provided in accordance with Core Strategy parking standards.* – The scheme includes 34 disabled spaces (including 10 retained existing spaces). This equates to 4.15%.
- *Similarly it appears that the number of active electric vehicle parking spaces is low. It is recommended that the site provides a minimum of 10% electric vehicle parking spaces within the car park. Further information is also required regarding the car park infrastructure to allow for further charging points to be*

delivered in the future. – 12 (active) electric vehicle charging spaces are proposed within the car park (representing 2% of the capacity). It is noted that the 10% recommendation is not formally supported by any specific policy. Recognising the potential future increase in electric vehicle use, further (passive) spaces would be futureproofed for potential change to electric vehicle use in the future. The car park has been designed to be future proofed. All necessary ducting will be designed and constructed, and land is safeguarded for a substation.

- *Additional information is required as to the need for short stay drop off / pick up within the car park layout* – Short-stay drop off /pick up facilities are provided at the Oak Road entrance to the hospital campus and are not required within the proposed car park layout.

Green Travel Plan (GTP) – The Christie’s GTP indicates that currently 43.23% of staff use some form of sustainable transport, increasing from 34.7% in 2013. The applicants are committed to further increasing this modal shift towards sustainable travel and have targets of 48%, 52% and 60% for the short (2019), medium (2024) and long (2030) terms respectively.

The GTP has been reviewed and updated to ensure that appropriate measures to actively promote sustainable travel choices as an alternative to the car are provided and actively promoted. A number of initiatives (walking, cycling, public transport and essential car user management) are actively promoted by the applicant and a £100,000 sustainable travel fund has been approved for a major marketing exercise and to be also used for sustainable travel schemes and infrastructure. The Christie’s GTP was given Gold Standard status in April 2017 from Transport for Greater Manchester.

It is forecast that even when the GTP target of 60% staff travel by sustainable modes is achieved, there will still be a residual surplus demand for staff parking. It is therefore considered that the proposed development does not undermine the objectives of the GTP or alter the appropriateness of the ambitious targets that are set out in the document. It is recognised that the GTP seeks to significantly reduce some of the adverse effects of staff travel to the site while the proposed development is intended to mitigate some of the residual effects to complement a successful GTP.

Legal Agreement – A consequence of the lack of on-site parking and the introduction of the CPZ has been the displacement of a significant amount of on-street parking to the neighbourhoods on the edge of the CPZ. The Christie recognises that this causes considerable disamenity to the residents of these neighbourhoods and as a result is proposing to fund, through the signing of a Section 106 Agreement, a comprehensive review of the effectiveness of the existing CPZ and the implementation of an expanded scheme.

Impact on Sunlight and Daylight Levels – The design of a building can have an effect on the levels of natural light enjoyed within adjoining dwellings, commercial and educational buildings and the external spaces associated with them. Given this, an assessment of the effect that the proposal will have on daylight and sunlight on the windows of neighbouring buildings, along with associated amenity space, has been undertaken. The nearest residential buildings on Cotton Lane are between 30

and 42 metres away, while the nearest dwelling on Heyscroft Road is 50 metres away. The dwellings on Cotton Hill are between 23 and 29 metres away from the proposal, while those on Rathen Road are between 29 and 35 metres away.

Baseline Modelling has been undertaken to establishing the existing daylight and sunlight conditions on the buildings nearest to the site that may be affected by the development. To predict the change in daylighting/sunlight availability as a result of the proposed car park, three assessments have been undertaken, namely daylight availability, sunlight hours and amenity space sunlight.

As the massing of the proposed development during construction will be similar to the massing during operation, the impact of both phase has been considered together.

All neighbouring residential properties adjoining the site are predicted to experience a negligible change in the sunlight and daylight conditions as a result of the proposed car park and therefore it can be concluded that the impact on all windows is not significant. In addition, the associated garden areas are not predicted to experience any significant change in the sunlight and daylight conditions and therefore the effect on these spaces is also not considered significant. The Maggie's Centre is predicted to experience a moderate change in the sunlight and daylight conditions as a result of the proposal, however, this is not considered significant in EIA terms.

Overall, it is not considered that the proposal will have a significant impact upon the sunlight and daylight levels that are currently enjoyed within the vicinity of the site.

Light obtrusion – The baseline survey submitted with the EIA showed that there are significant sources of light obtrusion emanating from the site when viewed from all directions. The local roads (Cotton Lane, Kinnaird Road, Cotton Hill, Frith Road and Rathen Road) in proximity to the site are illuminated.

The following sensitive receptors to light obtrusion have been identified as residential properties (dwellings on Rathen Road, Kinnaird Road, Cotton Lane, Cotton Hill); commercial premises (Maggie's Centre, Manchester Cancer Research Centre, Kinnaird house); and educational premises (St Cuthbert's RC Primary School).

Construction Phase - It is likely that sources of light will be predominate in winter months when working hours fall within hours of darkness. However it is assumed that some of level of security lighting associated with the compound and perimeter fencing/hoarding will be required during periods of darkness.

It is anticipated that the sources of lighting during construction phase will include the following:

- floodlight and security lighting associated with temporary car parking areas for workers, the secure compound adjacent to the northern boundary and any perimeter fencing/hoarding
- security and health and safety lighting associated with working areas
- the potential for light spill and glare from internal lighting associated with site offices and welfare facilities

- lighting required for operational purposes associated with construction when working during the late afternoon in the winter period

To mitigate against light obtrusion during the construction phase the applicants will employ best practice through compliance with a Construction Environmental Management Plan required through a planning condition. Such measures will include confining lighting to the task area, orientating floodlights away from dwellings, using lower power security lighting where possible, observing a curfew when practicable and arranging site cabins etc. to provide shielding of any plant lighting.

Operational Phase – The light obtrusion effects have been analysed to establish the intensity of the light, how bright the illuminated façade appears to the observer, sky glow and light into windows of the properties surrounding the site.

The EIA analysis indicated that the sky glow and façade luminance characteristics of light obtrusion were both predicted to be below the threshold criteria and therefore are not anticipated to be a source of obtrusive light.

A total of 230 windows were assessed for both light into windows and source intensity. All windows assessed satisfied the pre-curfew conditions (considered to be between 0600hrs and 2230hrs) and the majority of windows satisfied the post-curfew (between the hours of 2230hrs and 0600hrs) with the exception of three windows on Cotton Hill, which exceeded the threshold by a maximum of 4%.

Mitigation measures will be implemented to reduce the number of windows on Cotton Hill exceeding the obtrusive light threshold. These measures including part-night dimming (reducing the light output by 50% during off-peak periods and post-curfew times) and providing temporary screening behind the Jakob planting system until the landscaping is more developed. With the implementation of the above mitigation measures, the effect of light obtrusion is not considered to be significant during the operational phase.

Given the above findings, it is not considered that any disamenity arising from light obtrusion will be significant.

Townscape and Visual Impact – The applicant has undertaken an appraisal of the proposal from the following 14 different viewpoints to establish the visual effects of the development. The sensitivity of the receptors in those locations is shown in brackets:

- Viewpoint 1: View from Wilmslow Road (low sensitivity)
- Viewpoint 2: View along Cotton Lane (high sensitivity)
- Viewpoint 3: View from car park south of Cotton Lane (low sensitivity)
- Viewpoint 4: View from Heyscroft Road (high sensitivity)
- Viewpoint 5: View from St Cuthbert's RC Primary School on Cotton Lane (medium sensitivity)
- Viewpoints 6, 7 & 8: Views from east of the site (high sensitivity)
- Viewpoint 9: View from south of the site (high sensitivity)
- Viewpoint 10: View from Frith Road (high sensitivity)

- Viewpoint 11: View from corner of Kinnaird Road and Frith Road (high sensitivity)
- Viewpoint 12: View along Kinnaird Road (high sensitivity)
- Viewpoints 13 & 14: View from north-west of the site (low sensitivity)

The Site is located within the heavily urbanised area of Withington and is surrounded on all sides by a mixture of residential, educational and hospital development. The site is not located in any national or local landscape designations.

Construction Phase – The main changes to the townscape and visual amenity during the construction phase would be brought about through the demolition of two of the nurses' accommodation buildings, as well as the hardstanding of the existing car park, removal of existing vegetation, the presence of construction machinery and associated construction activities. The assessment has concluded that the impact during the construction phase upon viewpoints 1, 2, 3, 11, 12, 13, and 14 will be *minor adverse*, while the impact upon viewpoints 4, 5, 6, 7, 8, 9 and 10 will be *moderate adverse*.

On balance, due to the restricted nature of the impact on the setting of the adjacent character areas, it is considered that the magnitude of impact on the adjacent character areas would be low and temporary adverse in nature.

Operational Phase - Effects on townscape character and visual amenity would arise from the introduction of the new built form of the car park, new lighting, the removal of some existing trees and the introduction of new trees and planting areas. The assessment has concluded that the impact during the operational phase upon viewpoints 1, 2, 3, 4, 5, 11, 12, 13 and 14 will be *minor adverse*, while the impact upon viewpoints 6, 7, 8, 9 and 10 will be *moderate adverse* reducing to *minor adverse* as the proposed landscape scheme matures.

Given the highly urbanised nature of the site's surroundings it is considered that the construction and operation of the proposed car park would not significantly alter the character of the site or the surrounding area. However, the construction activities would result in several visual receptors, including residential receptors, experiencing significant temporary adverse effects.

Once operational it is considered that given the design of the car park and implementation of the landscaping scheme there would be a reduced number of visual receptors experiencing significant effects, with these effects generally limited to views from the rear gardens of private residential receptors which directly back on to the site. Views from these locations would be further filtered and effects further reduced by the retained and supplemented boundary planting.

Given the setting of the site, the design of the proposal and associated landscaping scheme, it is not considered that the development would have a significant visual impact.

Design – The north-west and north elevations will incorporate a similar cladding to that of adjacent Manchester Cancer Research Centre, i.e. white, to provide a link with that building and to offer a consistent view from key public vantages into the site such as from Cotton Lane and the vehicular entrance from the Wilmslow

Road/Cotton Lane junction. The remaining parts of the west elevation, i.e. that nearest The Maggie's Centre, will have a greater proportion of greenery and timber to ensure that the proposal sits sympathetically with the high design quality of The Maggie's Centre.

The greenery will consist of climbing plants that will grow up steel wires which will help to soften the facade. The east and south elevations will utilise a higher proportion of timber than climbing plants to create a more immediate screening for the surrounding residents on Rathen Road and Cotton Hill. The timber cladding will have very narrow slats, with the gaps reducing in size as levels get nearer to the ground. This top down approach helps alleviate privacy issues at the higher levels whilst maintaining ventilation at the lower levels where inter-visibility is less of an issue

The design of the various elements is shown below:



Timber screen and green wall as viewed from Rathen Road and Cotton Hill



Cladding system and timber screen as viewed from Cotton Lane and from within the site



Timber screen and green wall as viewed from The Maggie's Centre



Timber screen as viewed from Cotton Hill

The scale and massing of the proposed building will reflect that of the existing residential properties and accords with the parameters of The Christie Strategic Planning Framework. The building will be set in from the landscape buffer zones to the south and east of the site to avoid any overlooking issues and levels 2, 4 & 6 are stepped back to break up the overall massing and to further protect the amenities of residents on Rathen Road and Cotton Lane. The proposed car park will also incorporate a number of insets and cut back levels to help reduce the perceived mass of the building and to ensure it appears more domestic in scale.

The uppermost parking level is approximately 10.2 metres in height at parapet level and the three lift shafts located on the northern, western and southern facades are 12.23 metres, 12.17 metres and 11.9 metres in height respectively. All these aspects conform to the SRF which states in this location the maximum building height should be 13 metres, i.e. three commercial storeys. The elements of the proposal closest to Rathen Road and Cotton Hill vary in height between 5 to 9 metres, again this complies with the SRF which states that building heights should be kept to 9.5 metres (three residential storeys) in these locations.

The following computer generated images demonstrate how elements of the proposal have been set back to both reduce massing and protect residential amenity.





Concerns have been raised by local councillors and residents about the height of the lift shaft on the southern elevation of the building, i.e. that nearest to the residents of Rathen Road (marked by the red X above). The applicants have been asked to investigate whether or not this lift shaft is a requirement of Building Regulations and if not that the scheme be amended accordingly.

Residential Amenity – A number of concerns have been raised about the impact of the proposal upon the levels of privacy and residential amenity enjoyed by the occupants of the dwellings that adjoin the site.

The location of the proposed car park in relation to those dwellings is detailed below:

- Between 30 and 42 metres away from the nearest dwellings on Cotton Lane,
- 50 metres away from the nearest dwelling on Heyscroft Road,
- Between 23 and 29 metres away from the dwellings on Cotton Hill,
- Between 29 and 35 metres away from the dwellings on Rathen Road.

Given these distances, the use of the timber screening and vertical planting, specifically on the south and east elevations, and the implementation of a comprehensive planting scheme to supplement the existing landscape buffer, it is not considered that the proposal will give rise to any significant privacy issues. Notwithstanding the above, it is recognised that the vertical planting may take a number of seasons to establish fully and for this reason the applicants have been requested to incorporate temporary screening of some form in these locations. The details will be reported at the committee and enforced via planning condition.

The siting of the car park will have some impact upon the outlook enjoyed by local residents. However, it is considered that with the implementation of the landscaping scheme discussed below and the overall design quality of the proposal, this impact can be managed and ultimately mitigated against.

Overall it is not considered that the proposal will have an unduly detrimental impact upon the levels of residential amenity enjoyed by the occupants of the nearby dwellings.

Trees – The Arboricultural Impact Assessment confirms that the site includes 35 individual trees and 13 groups of trees. Three trees were allocated high retention values, three trees and two groups was allocated moderate retention values, 28 trees and ten groups were allocated low retention values, and one tree was categorised as unsuitable for retention. A number of the trees at the site are covered by a Tree Preservation Order (TPO), these trees are broadly situated to the north-west of the existing buildings on the site. None of the TPO'd trees are earmarked for removal.

To facilitate the proposal, the applicants are proposing to remove one moderate quality tree, nine low quality trees and one low quality group consisting of six young trees. The trees to be felled consist of Beech, Copper Beech, Scots Pine, Alder, Pear, Sycamore, Ash and Narrowleaf Ash. To mitigate against this loss, the proposed landscaping scheme will provide 33 new trees of various species to the east, south and west of the car park. This will exceed the target of a 10% net increase in tree cover across new developments and as such is welcomed.

Landscaping – The existing landscape buffer zone along the perimeter of the site has been retained and where possible will be enhanced and the proposal car park has been set back from the boundaries of the site to allow for the landscape buffer to be planted. As recommended within the SPF, on the south and east boundaries, alongside the rear gardens of properties on Cotton Hill and Rathen Road, the depth of existing planting will be increased to at least 9 metres to provide additional screening.

As stated above the development will require the removal of 16 trees and to mitigate against this loss the landscaping scheme includes the planting of 33 trees of various broadleaf and coniferous species to the east, south and west of the tiered car park. In addition to these trees, the landscaping scheme will include native hedging, along semi-native and ornamental shrubs designed to complement the building and soften its impact. Climbing plants are also proposed to the south, west and eastern elevations to break up the massing of the building and to provide a contrast with the timber and cladding screening.

The tall brick wall along Cotton Lane is to be retained to help screen the development and grasscrete will be used along the southern and eastern buffer areas to further soften the proposal and assist with on-site drainage.

Overall the landscaping scheme is considered acceptable.

Ground conditions and contamination – It is acknowledged that there is a low risk of adverse environmental effects from ground contamination. However, in accordance with good practice the applicant has stated that further ground investigation will be undertaken and subsequent assessments would identify if any remedial measures are required to mitigate identified risks. The Contaminated Land Section concurs with this approach and has suggested the imposition of the standard *contaminated land* condition to ensure that this further survey work is undertaken.

Waste – Construction waste materials would be stored and disposed of in accordance with a Site Waste Management Plan and during the operational phase of the proposal via the Christie Waste Management Strategy. This approach is considered acceptable.

Drainage and Flood Risk – A detailed surface water drainage strategy will be prepared to ensure all relevant discharge rates are achieved and that the proposals do not increase flood risk elsewhere. This will be subject to a suitably worded planning condition.

Cycle Spaces – Highways Services raised concerns about the number of cycle parking spaces proposed as part of this proposal. The applicant has since confirmed that the 26 bicycle parking spaces relates to those spaces proposed within the Tiered Car Park itself. In addition to this, The Christie proposes 65 additional secure bicycle parking spaces elsewhere on the campus. Therefore, a total of 91 additional bicycle parking spaces will be provided. This represents 22.5% as a percentage of the net increase in car parking spaces and this overall provision is considered acceptable.

The Christie has confirmed that any new provision will be within a lockable compound and in view of the site CCTV system.

Crime and Security – GMP have no objections to the proposal, subject to a number of improvements to the scheme designed to improve the safety users of the car park. These improvements include the installation of CCTV, the use of appropriate lighting and glazing to allow intervisibility and access controls on all entrances. In addition, all doors and glazing panels should conform to the relevant British Standard.

The imposition of a condition requiring the applicant to achieve Park Mark accreditation will ensure these features are incorporated into the scheme.

CONCLUSION

Despite the progress made with the Green Travel Plan it is unlikely that achieving the targets set in the Green Travel Plan will fully resolve the parking issues of the hospital or the nearby residential communities. The construction of an on-site multi-storey car park for staff would help to ensure that the traffic and transport needs of this important facility are properly provided for in the medium term. However, it is important to ensure that the applicant's commitment to the full delivery of the Green Travel Plan continues in order to reduce overall reliance on private cars at the facility. It is considered that the design of the car park building has been carefully undertaken and the landscape and highway mitigation will lessen its impact. Given this, along with a survey and potential enlargement of the CPZ, the proposal is considered acceptable.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **MINDED TO APPROVE** (subject to the signing of a S106 Agreement in connection with the expansion of the Controlled Parking Zone)

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

5) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and NPPG and policies EN08 and EN14 in the Core Strategy Development Plan Document.

6) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- a) Verification report providing photographic evidence of construction as per design drawings;
- b) As built construction drawings if different from design construction drawings;
- c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution, pursuant to national policies within the NPPF and NPPG and policies EN08 and EN14 in the Core Strategy Development Plan Document.

7) No development shall commence until a detailed hard and soft landscaping scheme, based on the landscape drawing no. 163409-AFL-00-00-DR-A-20138 revision P3, has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the development becomes operational. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

8) Prior to the first occupation of the development hereby approved, details of all external lighting and a scheme to minimise glare or light spillage, shall be submitted to and approved by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

9) Prior to the commencement of the development hereby approved or any phase thereof a Construction Environmental Management Plan must be submitted to and be approved by the City Council as local planning authority and thereafter implemented in accordance with those approved details. The Construction Environmental Management Plan must show how the main construction effects of the development are to be minimised, with include detailed mitigation measure such as:

1. the designated route for construction and delivery vehicles

2. the parking of vehicles of site operatives and visitors;
3. loading and unloading of plant and materials;
4. storage of plant and materials used in constructing the development;
5. construction and demolition methods to be used; including the use of cranes
6. the erection and maintenance of security hoarding and details of any lighting scheme proposed;
7. measures to control the emission of dust and dirt during construction and;
8. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 in the Core Strategy Development Plan Document.

10) Details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Park Mark accreditation will be achieved shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Park Mark accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

11) Prior to the development hereby approved becoming operational, details of the temporary screening panels to be utilised while the climbing plants are fully established shall be submitted to and approved by the City Council as local planning authority and thereafter installed and maintained in accordance with those approved details.

Reason - In the interests of residential amenity, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 117847/FO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

National Planning Casework Unit
Greater Manchester Police
United Utilities Water PLC
Transport for Greater Manchester

High Speed Two (HS2) Limited
Greater Manchester Ecology Unit
Withington Civic Society

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Greater Manchester Police
High Speed Two (HS2) Limited
Greater Manchester Ecology Unit
Withington Civic Society
Manchester Civic Society
Ballbrook Conservation Area Parking Group
6, Brooklawn Drive,
11 Brooklawn Drive,
29 Stephens Road,
35 Westholme Road,
11 Westholme road,
3 Brooklawn Drive,
2 Ballbrook Avenue
24 Cotton Lane,
20 Stephens Road,
17 Westholme Road,
12 Sandleigh Avenue,
9 St. Aldwyns Road,
Chatterton Close
6 Gainsborough Ave,
9 Holmwood Road,
13 Danesmoor Road,
6 Brooklawn Drive,
6 Gainsborough Ave,
3 Redclyffe Road,
23 Leyland Avenue,
68 Brooklawn Drive,
54 Darkinson lane, Lea Town, Preston,
7 Brooklawn Drive,
8 Redclyffe Road,
9 Roseland Ave,
56 Brooklawn Drive,
Burton Rd,
6 Kinnaird Road,
33 Westholme Road,
25 Thursby Avenue,
9 Mayville Drive,
7, Cotton Lane,
27 Sandleigh Avenue,
15 Redclyffe Road,
20 Mayville Drive,

20, Mayville Drive,
46 Cotton Hill,
10 Redclyffe Road,
25 Westholme Road,
35 Brooklawn Drive,
43 Brooklawn Drive,
28 Brooklawn Drive,
138 Parkville Road,
6 Brooklawn Drive,
30 Sandleigh Avenue,
26, Alan Road,
7 Stephen Roads,
25 Alan Road,
14 Westholme Road,
16 Lyndhurst Road,
12 Collingwood Road,
108, Heyscroft Road,
67, Alan Road,
6 Westhome Road,
No Address Supplied
108 Heyscroft Road,
23 Westbourne grove,
6 Redclyffe Road,
16 Lyndhurst Road,
4 Danesmoor Road,
18 Lyndhurst Road,
21 Danesmoor Road,
19 Sandleigh Ave.
5 Redclyffe Road,
23 Westholme Road,
6A Parsonage Road,
1 Lyndhurst Road,
No Address Supplied
21 Victoria Avenue,
No Address Supplied
62 Ashdene Road,
15 Kingslea Road,
No Address Supplied
White Jade, Martinsclough, Lostock,
4 St Aldwyns Road,
7 Brooklawn Drive,
9 Brooklawn Drive,
10 Lyndhurst Road,
7 Brooklawn Drive,
2 Brooklawn Drive,
No Address Provided
16 Brooklawn Drive,
28 Brooklawn Drive,
2 Lyndhurst Road,
28 Sandleigh Avenue,

23 Danesmoor Road,
1 Redclyffe Road,
14 Lyndhurst Road,
11 Ballbrook Avenue,
31 Danesmoor Road,
1 Hollywood Road,
11 St Aldwyns Rd,
7 Brooklawn Drive,
33 Westholme Road,
19 Rathen Road,
47 Brooklawn Drive,
41 Ashdene Road,
27 Brooklawn drive,
1 Cotton Lane,
52 Fairholme Road,
No Address Supplied
110, Parkville Road,
16 Rutland Avenue,
1 Brooklawn Drive,
Ballbrook Avenue,
636 Wilmslow Road,
16 Redclyffe Road,
37 Brooklawn Drive,
8 Westbourne Grove,
11 Cottonfield road,
16 Westholme Road,
31 Westholme Road,
34, Francis Road,
55 Burton Road,
8 Earlscliffe Court, Devisdale Road, Bowdon,
6 St Aldwyns Road,
1 Lyndhurst Road,
No Address Supplied
10 Sandleigh Avenue,
10 Danesmoor Road,
2 Danesmoor Road,
18 Ballbrook Avenue,
12 Redclyffe Road,
No Address Supplied
36 Sandleigh Ave,
19 Danesmoor Rd,
16, Sandleigh Avenue,
19, Danesmoor Road,
18 Sandleigh Avenue,
618 Wilmslow Road,
19 Victoria Rd,
3 Sandleigh Ave,
79 Heaton Road,
17 Ballbrook Avenue,
10 Redclyffe Road,

33 Rathen Road,
25 Fairholme Road,
1 Hogarth Road, Marple Bridge, Stockport, Cheshire
Cotton lane,
31, Alumbrook Ave, Holmes Chapel,
4 Back Lee Street, Uppermill,
1 St Aldwyns Rd,
134 Parkville Road,
39 Parkville Road,
80 Brooklawn Drive,
27 Westholme Road,
9 Danesmoor Road,
1 St Aldwyns Rd,
9 Redclyffe Rd,
103 Lapwing Lane,
33 Sandleigh Avenue,
18 Sandleigh Avenue,
No Address Supplied
1 Danesmoor Road,
No Address Supplied
34 Sandleigh Avenue,
24 Sandleigh Avenue
33 Danesmoor Road,
5 Danesmoor Road,
48 Cotton Hill,
3, Danesmoor Road,
24 Sandleigh Avenue,
20 Sandleigh Ave,
16 Sandleigh Avenue,
9 Sandleigh Avenue,
138 Parkville Road,
8 Danesmoor Road,
2 Mayville Drive,
Norden Avenue,
22 Westcott Avenue,
31 Sandleigh Avenue,
4 Sandleigh Avenue,
18 Cotton Lane,
35 Danesmoor Road,
4 Lyndhurst Road,
15 Ballbrook Avenue,
8 Westholme Road,
2A Danesmoor Road,
2 St Aldwyns Road,
7/38 Parsonage Road,
31 Rathen Road,
27 Rathen Road,
16 Rathen Road,
22 Cotton Hill,
7 Cotton Lane,

Flat 2, 26 Rathen Road,
11 Rathen Road,
10 Brooklawn Drive,
37 Westholme Road,
25 Fairholme Road,
62 Brooklawn Drive,
25 Thursby Avenue,
No Address Supplied
No Address Supplied
12 Kinnaird Road,
No Address Supplied
22 Rathen Road,
21 Rathen Road,
4 Kinnaird Road,
Flat 3, 8 Kinnaird Road,
48 Cotton Hill,
11A Rathen Road,
52 Barnett Avenue,
35 Westholme Road,
3 Brooklawn Drive,
25 Rathen Road,
6 Kinnaird Road,
7 Gainsborough Avenue,
33 Rathen Road,
8 St Aldwyns Road,
8 Brooklawn Drive,
8 Brooklawn Drive,
2 Ballbrook Avenue,
No Address Supplied
5 Sandleigh Avenue,
1 St Aldwyns Road,
23 Westholme Road,
4 Lyndhurst Road,
27 Danesmoor Road,
No Address Supplied
20 Lyndhurst Road,
31 Danesmoor Road,
No Address Supplied
11 Redclyffe Road,
12 Lyndhurst Road,
27 Ballbrook Avenue,
3 St Aldwyn's Rd,
26 Alan Road,
67, Alan Road,
39 Brooklawn Drive,
47 Henwood Road,
23 Westbourne Grove,
8 Westbourne Grove,
9 Murieston Road, Hale,
17 School Lane,

38 Kilburn Drive, Wigan,
25 Ballbrook Avenue,
7 Roseland Avenue,
17a Stephens Rd,
33 Rathen Road,
4 St Aldwyns Road,
27 Brooklawn Drive,
1 Ballbrook Avenue,
7 Danesmoor Road,
4 Brooklawn Drive,
St Pauls CE Primary School,
23 Leyland Avenue,
103 Lapwing Lane,
Flat 5, 4 Parsonage Road,
Flat 30 Barry Court,
3 Ferndene Road,
8 Sandleigh Avenue,
65 Kingsfield Drive,

Relevant Contact Officer : David Lawless
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 Application site boundary  Neighbour notification
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