

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
123748/FO/2019	28 <sup>th</sup> May 2019	22 <sup>nd</sup> Aug 2019	Withington

**Proposal** Erection a part 3, part 7 and part 10 storey building plus a basement level to accommodate biomedical research laboratories, consultant workspace, collaboration spaces, and an ancillary café, together with external storage and servicing compound, cycle storage facility, external hard and soft landscaping, and plant and equipment.

**Location** The Site Of The Fire Damaged Paterson Building On Wilmslow Road And North Of Oak Road, Christie Hospital NHS Trust, 550 Wilmslow Road, Manchester, M20 4BX

**Applicant** Christie Hospital NHS Trust, 550 Wilmslow Road, Manchester, M20 4BX,

**Agent** Miss Jenny Fryer, Turley, 1 New York Street, Manchester, M1 4HD

## **DESCRIPTION**

This application relates to a 0.64 hectare site formally occupied by the four storey Paterson Building to the north of the Wilmslow Road/Oak Road junction and a separate site on the northern side of Kinnaird Road. The site is located within Flood Zone 1 (low risk of flooding) and is not located within an Air Quality Management Area.

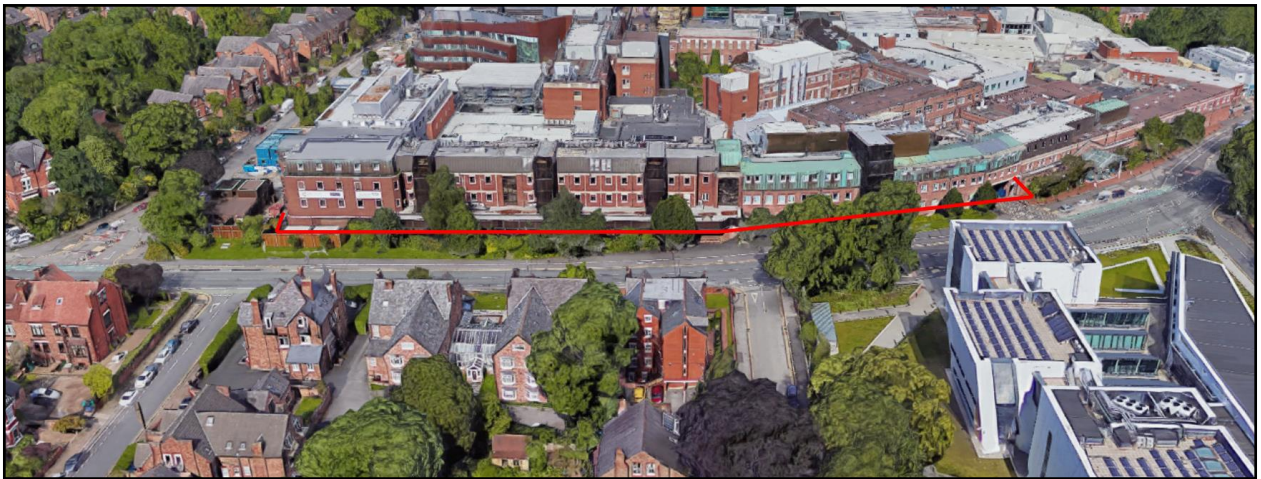
The Paterson Building was damaged by fire in 2017 and permission was granted for its demolition in December 2018 (ref. 121526/DEM/2018). It has been substantially demolished and work is expected to be finished by September 2019. The application site is shown below edged in red:



The main site is located on the western side of Wilmslow Road, within the main Christie campus and adjoins hospital buildings to the west and north. The campus is made up of a variety of buildings of differing scale, though they are predominantly 4 to 5 storeys in height. On the opposite side of Oak Road is a three storey residential property and elements of a 2 storey commercial premises that fronts Wilmslow Road. There are a number of three storey residential properties and the three storey Manchester Cancer Research Centre (MCRC) on the opposite side of Wilmslow Road.

The smaller site is to the north of Kinnaird Road and adjoins the MCRC building. On the opposite side of Kinnaird Road there are 3 and 4 storey residential properties.

The aerial photograph below shows the Paterson Building, annotated by the red line, in the context of the surrounding buildings:



Following demolition of the existing Paterson building, the applicant is proposing the following:

- a) Erection a part 10, part 7 and part 3 storey building, with basement level, to accommodate biomedical research laboratories, consultant workspace, collaboration spaces, and an ancillary café,
- b) Creation of an external storage and servicing compound,
- c) Provision of a cycle storage facility off Kinnaird Road,
- d) Associated external hard and soft landscaping.

A more detailed description of the proposal follows:

- a) The building would be 49 metres at its highest point and accommodate:
  - Research laboratories and associated laboratory plant in the basement
  - The majority of the ground floor has plant rooms and the service yard. It provides the public face of the building with the reception area, café and collaboration space where the community and staff can interact. A small number of research laboratories would also be provided. The ground floor

would also provide a direct link to the outpatients department in Nathan House.

- The first floor would have consultants workspace, accommodation for clinical and office based research staff and have direct links to the clinical trials, chemotherapy and pathology departments.
- The second floor would have consultants' workspace, open plan offices and plantrooms for the offices below and the laboratories based above. Direct access to the library in Nathan House and cytogenetics department would be provided.
- The third floor would be the lowest of the laboratory research floors and accommodate three biomarker laboratory modules and office space.
- The fourth floor would have three laboratory modules (biomarker, histopathology and core services) and office space.
- The fifth floor would have three "standard research" labs and office space.
- The sixth floor would be the top level of the research laboratories with the Drug Discovery Unit (DDU) and a "standard research" laboratory. The DDU is located on the top level for ease of connection to roof level, where a number of extract exhaust systems terminate.
- The seventh floor is set back from the main front elevation and is the uppermost occupied level with space for clinical and desk-based researcher user groups akin to that provided on floors one and two. This level has been identified for further office based research activity as it would have access to a usable east facing terrace. This level would have a range of meeting and seminar rooms.
- The eighth and ninth floor provide dedicated plantrooms, primarily to service the laboratories on levels five and six, roof mounted plant including chillers, photovoltaic provision and low profile flue provision.

b) The service yard would be located at the southern end of the building and adjoin the sub-station. It would contain waste stores, gas storage rooms and a waste compactor. Access would be via the vehicular access point off Oak Road.

c) A bike store would be at the corner of Wilmslow Road and Kinnaird Road and measure 32 metres long by 3 metres high and accommodate approximately 170 bicycles.

d) A hard and soft landscaping belt would run along the Wilmslow Road and Oak Road frontages. It would consist of a mix of external seating areas, planter beds and specimen trees.

The building would be open between 0800hrs to 1900hrs but staff would be able to access it outside of those times.

A CGI of the proposed building, when viewed from the junction of Wilmslow Road and Cotton Lane, is shown below.



## **BACKGROUND TO THE PATERSON REDEVELOPMENT PROJECT**

Prior to the fire in April 2017 the Paterson Building housed the majority of the Cancer Research UK Manchester Institute (CRUK MI). The fire caused significant damage and years of research and a substantial amount of equipment were lost. The CRUK MI temporarily occupies 7,500m<sup>2</sup> of laboratory and office space at Alderley Park in Cheshire.

The applicant undertook feasibility assessments of the Paterson Building and it was concluded that the repair and refurbishment would not be viable and that the building would be demolished and replaced with a modern facility.

The objective is to deliver a world-class research facility at The Christie and the opportunity now presents itself to allow research teams, clinicians and health professionals to work side by side in one building. It would enable multiple teams engaged in the “research pipeline”, i.e. from discovery to clinical application, to be located in a single facility and physically linked to existing hospital buildings with ease of access to patients. The applicant has outlined how such co-location is critical to a new way of working called *Team Science* and that it has been shown translocation of basic scientific research into patient care is accelerated when doctors, nurses, researchers and scientists all work together in a single building.

## **CONSULTATIONS**



558 notification letters were sent to local residents and businesses. The proposal has been advertised in the Manchester Evening News and site notices have been erected around the site as the application is a major development and accompanied by an Environmental Impact Assessment.

**Local Residents** – 814 letters and emails have been received from local residents and members of the public, 484 in support of the proposal and 330 against. The comments are detailed below:

Comments in support of the proposal:

- The proposal will provide a world-class facility for cancer research that has the potential to improve outcomes for cancer patients. The Christie is a world class hospital that needs to stay at the forefront of cancer research.
- Any contribution that can be made to the wider development of environmental plans for Withington and surrounds would be welcome.
- The proposal has been well thought out and will have minimal impact for those of residents surrounding it.
- The proposal will enable researchers, clinical scientists and academics to be co-located in a single building in a “Team Science” environment that has the potential to support the translation of research outcomes into treatments for patients more quickly.
- The proposal can only be located on The Christie site due to the need for physical proximity to patients and connectivity into the existing hospital buildings.
- The proposal will provide a high quality architectural design that is reflective of the world-class research that will take place within the building. The scheme has been sensitively designed to avoid/minimise its impact on the local environment.
- The proposal will include a number of measures to encourage the use of sustainable transport including the provision of secure cycle parking spaces, changing facilities and the appointment of workplace Travel Champions.
- The development will provide many local economic, research and health benefits to Withington, Manchester and Greater Manchester.
- The proposal is critical for maintaining and promoting scientific excellence in Manchester. Without it, scientific collaboration and innovation could be stalled, leading to poorer outcomes for patients, their families, friends and community. The previous Paterson building was a hub of world-class research and collaboration, and its proximity to The Christie was critical for its success in bridging the gap between researchers and clinicians.
- The CRUK MI is uniquely poised to work with clinicians and medical staff at the Christie to advance research and make a real difference to patients. The location of the CRUK MI in Withington is critical to this - at its current location in Alderley Park this simply is not possible, and research is suffering as a result. This new building will not only enable those collaborations to continue, but allow even greater advances to be made, through the provision of world-class facilities and lab space.

Objections to the proposal:

- The existing Strategic Planning Framework of 2014 is perfectly adequate and appropriate for all future developments of the Christie site. It would seem logical that the parameters assigned to the recently completed Proton Beam Therapy building (21.5 m high) would be acceptable for the Paterson Replacement.
- There is no recent precedent for a building of this size in suburban South Manchester, let alone on this important site. The underlying precedent for the SPF, though this might not have been recognized at the time of its drafting, was the original Holt Radium Institute/ Christie Hospital plan of 1934. This plan demonstrated a long established concept of large institutional buildings being located in the middle of development sites and perimeter buildings being built in the scale of existing properties.
- The assessment of the proposals against Policy EN2 of the Manchester Core Strategy 2012 to 2027 is completely inaccurate and tailored only to suit the project not the five relevant criteria. This building is not of excellent design, it is not appropriately located, it will not contribute positively to sustainability, contribute positively to place making and nor will it bring significant regeneration benefits. As the policy states ' The height of tall buildings in such locations [outside the City Centre] should relate more to local, rather than the City Centre, urban context'.
- Given the size of the project at 25,000m<sup>2</sup>, what is the design rationale of only using 80% of the footprint of the existing Paterson Building? Should the full site and the space available above the sub-station be utilized a significant reduction in the scale of the building would result.
- The development constitutes a massive and completely inappropriate overdevelopment of a small strip of land that runs alongside the Wilmslow Road boundary of the Christie site. The extraordinary height and length of the proposed building is completely out of scale with the adjacent residential area and will dwarf all of the houses nearby together with the Christie itself casting a shadow across many buildings and reducing natural light levels for residents, patients and staff.
- Currently this unused part of the old footprint appears to be reserved for storage and workshops. How does this square with design principles 1 and 2 of the SPF that refer to 'ensuring the existing character of streets is preserved' and 'following the established relationship of buildings to streets'? For the majority of people visiting the Christie this will be the element of the new building they will see first. Surely such a large scale investment warrants something with a little more design integrity. Whether these workshops or storage facilities are permanent or temporary, it is a particularly poor use of this important part of the site.
- The idea of building over the adjacent 2 storey operating theatre block, presented at a meeting of the project team and Withington Civic Society, has been prematurely dismissed
- The fact that most research facilities are housed in two to five storey buildings is no accident. Low rise buildings with collective space integral to their design fostering collaboration are the norm. Vertical arrangements are rarely the ideal for such buildings. These and other approaches to the design of the building could seriously reduce the height of the proposal and truly bring it into line with National and Local guidelines.

- At the initial launch of the project in 2018 constant reference was made to the pursuit of a 'world class facility' at the Christie. A member of the public requested that we get a world class building in which to house the project. The City will be doing itself a great disservice if it approves this proposal in its current form.
- The scale (size, height and massing) of the proposal is far too big for this site which is within a suburban residential area. It is entirely out of keeping with anything else in the area and would set a dangerous precedent about the height of future buildings on the Christie site and beyond. The existing Strategic Planning Framework only permits buildings up to 21.5metres high, less than half of this proposal.
- The proposed building could be reduced in height if its footprint was enlarged and the amount of room for consultant collaboration reduced.
- Why are all the other modern cancer research institution around the world, beautiful low-level developments that add to their surroundings, but the Christie have chosen the 1960's hi-rise tower block route? The Christie has ample opportunity and recourses to expand its footprint and expand within the current planning framework
- There will be a loss of residential amenity resulting from overlooking and a loss of privacy.
- The increase in activity on the site will result in more vehicle trips and a reduction in air quality.
- The height of the building will result in a loss of sunlight (and therefore shadowing) to the Christie facilities and many local residences and the proposed glazed facades (windows) will generate light pollution and cause a nuisance to local residents.
- A building of this scale will lead to additional traffic, congestion and air pollution during the years of construction and in use. The consequent deterioration of air quality will affect children in particular - there are a number of schools close by.
- Road safety for residents, patients, building users and children will be exacerbated (there are a number of schools close by). Road parking problems that already exist in the vicinity of the proposed development will be exacerbated.
- The application directly contravenes the council's Tall Buildings policy EN2 in the Core Strategy as it can in no way be considered as 'playing a positive role in a coordinated place-making approach to a wider area.' The Policy goes on to state that 'the height of tall buildings in such locations should relate more to the local rather than the City Centre urban context.' Insufficient information is provided regarding consideration of alternative proposals that would meet the objective but would not contravene the SPF nor the Tall Building policy.
- The proposal will increase staff numbers at The Christie and therefore exacerbate existing traffic problems.
- It is clear that not all areas of the proposed building would be occupied by teams conducting work that carries the same degree of risk or the same need for co-location. Co-location is complex in its own right and it can bring benefit at various levels and at different degrees of difference between fields of research. It isn't simply about having as many scientists as possible in vertical arrangement alongside patients. Co-location may be, for example, shared locations on a science park, [i.e. not in the same building, sharing the same

location, e.g. the Manchester corridor and University campus. More work needs to be done to use the “Team Science” argument as a justification for a building of this size.

**Councillor R. Chambers** – A letter of support has been received from Councillor Chambers, the points raised are as follows:

- The Christie provides world-leading treatment and care for people with cancer in the local area. Their life-saving research that is conducted at the Christie is valued, as well as the contribution it makes to the local economy as the biggest employer in the ward. It is welcomed that plans have been put forward to rebuild the Paterson Building which was devastated by a fire in 2017.
- Nevertheless, there are some concerns over the height of the proposed building and feel that there are options that could be explored to reduce this. The proposed height would be out of keeping with the area and it is appreciated that this is a cause for concern among some residents. The benefits of co-location are not disputed but the use of space in the proposal should be re-evaluated to reduce the building’s height and overall impact on the landscape.
- The removal of the retail space from the ground floor is welcomed as any such use may have discouraged people from using businesses in Withington village. The ground floor café should also be removed given that there is an existing café in the neighbouring building and the Christie have a stated commitment to supporting businesses in Withington village. This would also provide an opportunity to reconfigure the ground floor space as a means of reducing the height of the building.
- The ongoing commitment to the Green Travel Plan is welcomed and suitable efforts are being made to limit congestion and air pollution in the vicinity once the new building is open. However, further assurances are sought that the impact on both pedestrians and traffic on Wilmslow Road will be minimised during the demolition and construction period.
- A number of amendments and conditions are suggested:
  1. Reduce the height of the proposed Paterson Building by at least one storey, which can be achieved by re-evaluating the use of space.
  2. All efforts should be made to ensure that residents are not excessively impacted by increased noise as a result of demolition and building works, and that works are undertaken within appropriate hours.
  3. Ensure that safe pedestrian access for people with mobility issues is provided on Wilmslow Road.
  4. Ensure that there is at least a 1:1 replacement of trees, with preferably 2:1 replacement, to ensure site and surrounding area are as green as possible.
  5. Adopt the recommendations in the Crime Impact Statement.
  6. Adopt the recommendations in the TV reception impact study.
  7. The Christie should strongly encourage all staff and visitors to make use of businesses in Withington District Centre when possible. This should include



actively promoting the food and beverage and retail offer in the district centre to all staff and visitors.

**Councillor R. Moore** – Councillor Moore has confirmed that she is unable to comment on the proposal due to prejudicial interest given her employment with Cancer research UK

**Councillor C. Wills** – Councillor Wills has written in support of the proposal subject to a number of amendments and conditions, the comments are outlined below:

- There is great pride in having this world class cancer treatment facility in the area and the staff are deeply valued The Christie's size means it is also one of the biggest employers in Withington Ward and it is absolutely vital that the ground breaking, life-saving research carried out at the Christie should take place here in Withington.
- The fire that destroyed the old Paterson Building in 2017 was a terrible event, one that greatly saddened the local community. It also meant 330 staff being temporarily relocated to Alderley Park in Cheshire. Many of these staff live in or near Withington, and were using sustainable means of transport to get to work, so there has been a burden placed on them with additional cost and time involved in commuting to work - which because of distance now has to be done by car (thereby creating an environmental impact). Furthermore, because they have been displaced to Alderley Park, those staff are also not able to contribute to the local economy as they otherwise would do through being based in Withington.
- It was good, therefore, to see plans for a new Paterson Building being presented earlier this year. Along with an addendum to the Christie's Strategic Planning Framework, these plans were subject to public consultation, as well as considerable discussion in the Christie Neighbourhood Forum. A number of emails from local residents have been received regarding the plans and whilst overall these representations have welcomed a replacement Paterson Building, many have expressed concerns regarding the proposed height, and the fact that the new building would be considerably taller than any other in the surrounding area. These concerns about the height are shared.
- The Christie have always voiced support, and indeed have representation on the Withington Regeneration Partnership and so it was disappointing therefore to see original proposals for a retail offer that would potentially disincentivise those using the Paterson Building from coming into Withington District Centre and using the shops and cafes there instead. The withdrawal of the retail space is welcomed and only a small café will remain.
- Notwithstanding the above, there are still reservations about the proposed height of the building. At ten storeys - albeit with the top three set back - the proposed new Paterson Building is very tall, at 48.875 metres above ground level. As the elevations show, the next tallest building is closer to 20 metres in height. Furthermore, residents have expressed concerns that the Addendum to the Christie's Strategic Planning Framework - which previously only permitted buildings of up to 21.5 metres in height - will act as a green light for other very tall buildings to be built in the local area. There is therefore a danger of loss of amenity for residents living nearby. This includes on nearby Tatton Grove and Tatton View, whose residents have already experienced

loss of amenity previously due to the large multi-storey car park on the corner of Palatine Road and Tatton Grove. The “Team Science” ethos of having staff co-located in the same building is appreciated and recognised but there must also be sensitivity towards the needs of local residents.

- Concerns about potential environmental impact are shared, specifically around noise and air pollution from increased traffic during works, and traffic volume in future years. It is good to see the Christie’s ongoing commitment to the Green Travel Plan, but there are always ways in which this can be strengthened.
- The councillor has made a number of recommendations:
  - 1) Reduce the height of the proposed Paterson Building by at least one storey. This can be achieved through reconfiguration of internal work and meeting space, and/or by lowering the height of those floors that are purely office space.
  - 2) Provide an assurance that no other similarly tall buildings will be constructed in the vicinity, and that all future builds will be no taller than the 21.5 metres previously allowed.
  - 3) Install a pollution monitor on Wilmslow Road to ensure that air pollution levels are properly monitored and measured, with figures to be made publicly available, and with action to be taken if air pollution exceeds acceptable levels.
  - 4) Similarly, efforts should be made to ensure that residents are not unduly impacted by increased noise as a result of works, as well as works traffic, and that works are undertaken within appropriate defined hours so as to not cause noise disruption.
  - 5) Ensure that, whilst works are taking place, safe pedestrian access for people with mobility issues is provided, including staff, patients and others accessing the buildings in the Christie campus.
  - 6) Ensure that there is at least a 1:1 replacement of trees, with preferably 2:1 replacement, to ensure site and surrounding area are as green as possible.
  - 7) In line with the recommendations of the ecological appraisal, ensure that the “green wall” and the garden area make use of native plants. Furthermore, that the impact on native wildlife is minimised by avoiding clearance during nesting season, and ensuring provision of bird boxes.
  - 8) In line with one of the conditions in support for the planning application for the Christie Car Park (117847/FO/2017), a strengthened Green Travel Plan. The recommendations set out in Section 7.2 of the travel assessment carried out by ARUP should all be adopted, and there should be an ambition to exceed the modal shift target of 60% of staff using sustainable modes of travel by 2030. This will help to allay concerns around the impact of the Paterson Building on air quality and pressure on parking spaces, particularly with reference to the increased number of staff projected to be using the building, from 55 in 2022, to 240 by 2030. These measures are as follows:
    - a. Appointing further building or team specific Workplace Travel Champions across The Christie Withington Site;
    - b. Additional/expansion of events such as free breakfast if you cycle and lunchtime walks;

- c. Review expanding free pool bicycle scheme (including pedal and e-bikes);
  - d. Wider provision of bicycle parking across the Christie Withington Site;
  - e. Additional staff lockers and changing facilities;
  - f. Reviewing the opportunity for a potential shuttle bus between the Christie Withington Site and the University;
  - g. Increasing the ratio of car sharing spaces;
  - h. Increasing the number of electric vehicle spaces;
  - i. Reviewing and potentially increasing parking charges; and continuing to review eligibility criteria for parking permits.
- 9) Adopt the recommendations in the crime impact statement.
  - 10) Adopt the recommendations in the TV reception impact study.
  - 11) That any Section 106 monies arising from this development should go towards mitigating environmental impact. This could include planting additional trees, installation of a pollution monitor, and provision of greener walking routes to main roads and schools. The last of these could involve the input of schools, pupils, parents and local residents.
  - 12) That the Christie should strongly encourage all users of the Paterson Building to make use, as much as possible, of businesses in Withington District Centre. This should go above and beyond the current commitment to encouraging “walking Wednesdays”, with the cafe there primarily for those for whom travelling into Withington District Centre is not an option.

It is hoped that these amendments and conditions will be viewed favourably as a means of strengthening the application, and helping to address concerns expressed by residents regarding building height, loss of amenity and environmental impact.

**Councillor J. Wilson** – The councillor has stated that modern research laboratories are much taller than when the Paterson Institute was first and that research has suffered while the clinicians have been located remotely. For these reasons he has expressed his support for the proposal.

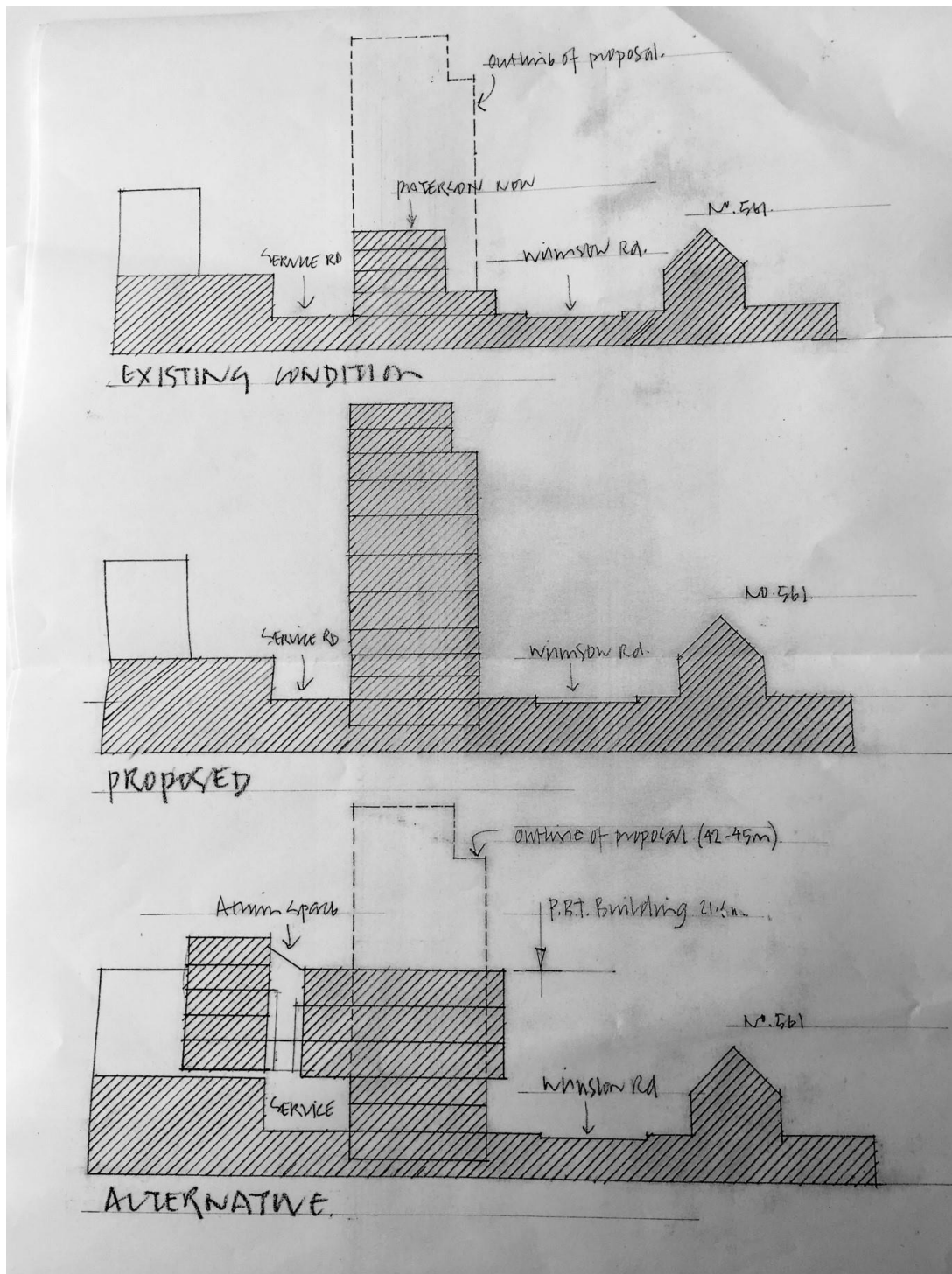
Notwithstanding this, he acknowledges that this major development is in a residential area and that the scale of the proposal has caused some concern amongst residents, accordingly he would support the reduction of the tallest part by at least one storey.

The councillor has requested that the Council and The Christie explore whether elements of the building that are not essential to its function as a research facility could be taken out in order to reduce the height of the building, e.g. the ground floor is mainly publicly-accessible space and there are plenty of shopping and dining facilities elsewhere on the campus and a short walk away in Withington village so replication of these does not seem necessary.

Finally, the extension of the Controlled Parking Zone needs to be brought forward as a priority in line with the condition of 117847/FO/2017.

**Withington Civic Society** – The Civic Society objects to the proposal on the following grounds:

- The proposed new building is vast, 160 feet high and 300 feet long, comprising 270,000 square feet of floor space. How does this fit in with the design principles set out in The Christie Strategic Planning Framework ([2014])? It is obvious that it breaches every single one and cannot possibly be considered in conjunction with them.
- The proposal fails to meet a number of the requirements of Core Strategy Policies SP1 and EN2.
- However well designed the proposed new building may be, it is obvious that it would dominate the skyline in all directions and stick out like a sore thumb.
- After the Owens' Park Tower (200 feet high), the proposed Paterson Building would be the next tallest building in South Manchester. However, unlike that building, which is in the middle of a campus of differing heights of structure, the proposed Paterson Building is in a primarily residential community. It is also hard up against the back of a public pavement and this will create a very hostile & threatening environment.
- It is clear that but for the unfortunate fire in the Paterson, the whole question of a new Paterson building would not have arisen. The fire has given rise to an opportunity to develop a new approach taking up far more space. The "Team Science" approach put forward clearly has some benefits to The Christie, albeit was not even under consideration before the fire.
- Some of the rationale is also counter- intuitive at a time when efforts are being made to develop treatment centres away from the main site and the benefits of instant worldwide electronic communication are ever more apparent.
- The community as a whole supports The Christie, its work and its aspirations, but there has to be a limit to what is achievable on a restricted site in a residential area. That limit has been reached.
- The proposal is put forward as if there is no alternative. Even if 25,000m<sup>2</sup> is required, there may well be another way of achieving this space. No alternatives or other options were ever developed by the design team and only one "choice" was on offer at the public consultations. Certainly, no alternatives whatsoever to the proposal in this planning application have ever been shared with the civic society, members of The Christie Neighbourhood Forum, or the general public.
- It is obvious that should the full expanse of the site of the current building, extended along to Oak Road, be utilized, along with other, poorly-used areas adjacent to the service road, a much lower and far more acceptable building could be designed, as is shown below:



- Even if the proposed building was reconfigured in such a way, there would still be issues relating to the increased number of staff travelling to and from the site – in terms of parking, pollution and congestion. The proposal says very little about this, although it gives the impression that the Kinnaird Road approved tiered car park is somehow relevant. In planning application 117847/FO/2017 for the tiered car park, there is a detailed Parking Statement that makes it clear that despite planned staffing increases and the construction of the tiered car park, along with the robust application and development of the Green Travel Plan, there would still be a significant shortfall in parking provision of several hundred cars.

**Rethink Paterson Residents' Group** – The residents' group objects to the proposal on the following grounds

- There are serious shortcomings in the applicant's environmental statement and there is a related failure by the applicant to provide adequate information for the Council to discharge its duties under s. 149 of the Equalities Act 2010.
- There are alternative ways of securing the applicant's ambitions to create a world leading cancer centre at the Christie, without the adverse impacts of this proposal on the character of this part of Withington and on local residents.
- The application is for EIA Development for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the Regulations) and was accompanied by an Environmental Statement (ES). The applicant's ES considers a range of impacts of the development but what is notable about this assessment, is that all the measurement points lie outside the hospital complex itself. As a result, no assessment has been undertaken as to the potential construction stage noise and vibration impacts on patients and staff of the Christie itself. This is remarkable, given the sensitivity in particular of the patients of the hospital and the extreme proximity of the site to operational parts of the hospital. Equally, no Equalities Act 2010 compliant Equalities Impact Assessment of the construction stage impacts of the proposed development on patients of the Christie has been carried out. Given that chronic disability (such as cancer) is a protected characteristic under section 6 of the Equalities Act 2010, this is surprising to say the least.
- The "Team Science" justification for this particular form of tall building, does not bear close scrutiny. There are multiple elements that are required for Team Science to work effectively, including proximity. Evidenced-based research and opinions from experts in the Science of Team Science clearly demonstrate that "co-location" in one building is insufficient on its own to achieve the proximity needed for significant collaboration and optimal Team Science. It is not only the vertical layout, but the separation of consultants from laboratories and researchers that conspires against informal interactions, which have time and again proven to be a key element of how Team Science has been shown to work. The applicant's insistence on spreading its required floorspace over 8-10 floors at the expense of larger floorplates will actually deliver a sub optimal solution and undermine its own ambitions.
- A compromise scheme was proposed by objectors and submitted as part of the consultation on the Addendum SPF. That design has been reviewed, and the objectors can demonstrate that there is sufficient land at the back of the existing operating theatre block to allow a 'goal post' structure to support overbuilding without impinging on the operating block itself. This would allow for a five storey block on the site with deep floor plates extending into the Hospital site, allowing all the laboratories with associated consultation spaces and write-up areas to be delivered on two floors. This would not only reduce the scale of the impact on the scheme's neighbours, but by delivering larger floorplates, it would more effectively achieve the objectives of "Team Science".
- Consideration should be given to the guidance contained within the National Planning Policy Framework (NPPF) particularly that contained within paragraphs 124, 127 and 128, in respect of design and community



engagement, along with the guidance contained in paragraphs 184, 189, 193 and 194, all concerning potential impact upon heritage assets.

- The scheme proposes a tall building outside of the City Centre. The height of the building bears no spatial relationship at all to the height of the surrounding buildings (even to the height of the existing more recent hospital buildings). The proposal therefore fundamentally conflicts with Policy EN2.
- The proposed scheme is also a highly uncharacteristic element within the suburban setting of the Withington Conservation Area and of the Grade II listed Red Lion. As such it neither preserves, nor enhances the historic environment and is therefore clearly in conflict with Policy EN3.
- The scheme conflicts with the requirement in Policy WB2 to “minimize any impact upon the environmental quality and character of the area, residential amenity and traffic movements”.
- The applicant's Planning Statement admits to a range of adverse impacts, including adverse transport impacts (para 11.4), parking impacts (para 11.5), adverse townscape and visual impacts (para 11.36 and following), adverse daylight impacts (para 11.50 and following), and adverse television reception impacts (para 11.82).
- The proposed scheme conflicts with the original Christie SPF, which sought to ensure that development at the Christie would conform with the following general principles:
  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 setbacks 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 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.
- The original SPF also sought to balance the requirements of development at the site with impacts on the residential character of the other side of Wilmslow Road.
- The SPF Addendum is fundamentally flawed (as a piece of policy it is legally misconceived both in form and in content, and in any event, in preparing it, the applicant and indeed the Council failed to comply with the Gunning Principles, and therefore failed to properly consult). As a result, no lawful weight can be given to it in any planning decision.

#### **Highway Services – Highway Services have made the following comments:**

- The site has good public transport links via frequent bus services on Wilmslow Road and Palatine Road. The West Didsbury Metrolink Station is within short walking distance.

- The tiered car park approval (ref. 117847/FO/2017) included amendments to the Wilmslow Road and Cotton Lane junction. This would include two signal-controlled crossings on Wilmslow Road.
- The building would accommodate 780 staff. The Transport Assessment states there is capacity to further increase this staff number to 965.
- Given that the development is not a patient focussed facility, drop off activity is expected to be minimal and is available at Nathan House or the new drop off at Oak Road.
- Disabled bays should be installed on-street on Oak Road.
- 170 cycle parking spaces are proposed 70 of which would be new. Further cycle storage would be required when the building is fully occupied.
- Servicing would be Oak Road via an internal servicing area, which in principle, is accepted. Swept-path analysis is required for waste collection and all relevant types of servicing vehicles showing that they can enter and exit the site in forward gear.
- It is recommended that the full implementation of the Construction Environmental Management Plan is conditioned to any approval of the site.

**Environmental Health** – Suggest conditions about delivery times, fume and odour emissions, noise nuisance, light spillage, the submission of a Construction Management Plan and mitigation measures to protect air quality.

**Flood Risk Management Team** – Suggests conditions to protect against flooding and water pollution.

**Greater Manchester Police (GMP)** – GMP recommend a condition that requires the implementation of the physical security specifications set out in the Crime Impact Statement.

**Greater Manchester Ecology Unit (GMEU)** – The submitted ecology assessment has been undertaken by an experienced ecological consultancy whose work is known to the Ecology Unit and found the site to have limited ecological value. The only issue would be associated with nesting birds and the clearance of scrub during the bird breeding season and a condition should prevent removal of vegetation during the bird breeding season. The Appraisal recommends biodiversity enhancement measures in line with the NPPF and a condition is recommended.

**Greater Manchester Archaeological Advisory Service (GMAAS)** – The application is supported by an archaeological desk based assessment prepared by Salford Archaeology in accordance with the NPPF, paragraph 189. The study provides a comprehensive review of the landscape history and archaeological interest/potential. It concludes that construction of the 1960s hospital building will have removed any potential archaeological remains. GMAAS concur with this and consider that no further archaeological mitigation is required.

**Environment Agency (EA)** – Have no objection provided that conditions designed to protect against water pollution are attached.

**United Utilities (UU)** – Suggest two conditions to prevent flooding and pollution.

## **POLICIES**

**The National Planning Policy Framework (February 2019)** – The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
  - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 108 in Section 9 (Promoting Sustainable Transport) states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 124 in Section 12, *Achieving well-designed places*, states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. It states further that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127, states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 128 states that design quality should be considered throughout the evolution and assessment of individual proposals. It continues stating that early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and

Section 16 (*Conserving and enhancing the historic environment*) of the NPPF relates to development and impact upon heritage assets, the relevant sections are reproduced below.

Paragraph 184 states that heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. It continues stating that these assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

Paragraph 189 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Paragraph 193 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 195 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 197 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

**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

Spatial Objective SO1, *Spatial Principles* – Provide a framework within which the sustainable development of the City can contribute to halting climate change.

Spatial Objective SO2. *Economy* – Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

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 EC1, *Employment and Economic Growth in Manchester* – States that the Council will support significant contributors to economic growth and productivity in health, education, retailing, cultural and tourism facilities, and other employment generating uses. The priorities for ensuring continued economic growth include amongst other things:

- Improving access to jobs for all via public transport, walking and cycling;
- Employment-generating development should provide job opportunities for local people, through construction or use;
- Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;
- Ensuring the continued social, economic and environmental regeneration of the City;

The proposal would develop an accessible site that provides significant employment in south Manchester. It would help to spread the benefits of growth across the City and help to reduce economic, environmental and social disparities. The site is well connected to transport infrastructure and a Travel Plan would encourage walking, cycling and public transport use.

The proposal would create new jobs during the construction phase and when in operation. The design would use the site efficiently with easy access to a range of transport modes.



Finally the policy states that development proposals should have regard to:

- Climate change resilience demonstrating how CO2 emissions will be minimised with an aim of zero carbon emissions, through energy efficiency, renewable energy and contributing to low and zero carbon decentralised energy infrastructure;
- Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses, considers the needs of users/employees of a site/building for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design;
- Flood risk

Policy EC9, *South Manchester* – South Manchester is not expected to make a significant contribution to employment and new development is expected to mainly comprise offices although high technology industry and research will be supported. The policy states that new 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. This issue is addressed in detail below.

Policy EN2, *Tall Buildings* – This policy states that tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline.

Proposals for tall buildings will be supported where it can be demonstrated that they:

- Are of excellent design quality,
- Are appropriately located,
- Contribute positively to sustainability,
- Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and
- Will bring significant regeneration benefits.

A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views. Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.

The policy continues stating that elsewhere within Manchester tall building development will only be supported where, in addition to the requirements listed above, it can be shown to play a positive role in a coordinated place-making

approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context.

By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.

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*** states that 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 2014** – The Strategic Planning Framework (SPF) was prepared by The Christie NHS Foundation Trust. It provides a spatial context for future growth at the site to enable development to be brought forward in a manner that respects its neighbourhood. It was endorsed by the Executive in June 2014, and while not part of the Core Strategy or a formal planning policy document, it is a material consideration when determining planning applications relating to the hospital site.

Section 6 outlines the strategic aspirations of The Christie and details the evolving service models, one of which is research. The SPF states that The Christie has a “*desire to continue building the research base on site to ensure alignment with clinical practice, thereby supporting prompt take up.*”

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 outlines seven potential developments zones, one of which is Wilmslow Road. However, it should be noted that as the SPF was drafted prior to the Paterson fire no reference is made to its redevelopment. .

**The Christie Strategic Planning Framework Addendum 2019, *Paterson Redevelopment Project*** – Following the fire in April 2017, a review of options, concluded that the repair and refurbishment of the building was unviable, that demolition was inevitable and a new research facility needed to be provided. As the SPF did not reference the future redevelopment of the Paterson site, an addendum was prepared.

In March 2019, the Executive endorsed, in principle, an Addendum to The Christie SPF and requested that the Chief Executive undertake a public consultation exercise. Consultation letters were sent out to around 4000 local residents, landowners, members and stakeholders, informing them of the process, how to participate and engage and where to access the document. It was made available on the Council's website, and comments invited. The formal consultation closed on 16 May 2019 after a six-week period.

On 24 July 2019 the findings of this consultation process, along with the final version of the addendum, was considered and endorsed by the Executive and the Planning and Highways Committee were requested to take it into account as a material consideration when determining planning applications for the site.

The Addendum states that the Paterson Redevelopment Project is a unique opportunity for Manchester and the UK as it proposes to co-locate within one building the researchers and clinical scientists/academic clinicians from the University of Manchester and the Cancer Research UK Manchester Institute with key allied health professionals from The Christie. This will promote a 'Team Science' approach where teams consisting of scientists and clinicians will work together to accelerate cancer research, devise new treatments, and ultimately enhance patient care.

This site is the most appropriate location for a research facility of this kind being immediately adjacent to patient wards, thereby allowing unhindered connectivity for

clinicians, scientists and researchers to move from 'bed-to-benchside'. This will allow the results of research done in the laboratory to be directly used to develop new ways to treat patients.

The SPF Addendum states that there is a requirement for a building of circa 25,000m<sup>2</sup> in order to accommodate 12 research laboratories, workspace, plant and equipment and publicly accessible elements and that scale, mass and physical form for the new building is dictated by the long and narrow geometry of the site. It states that the Paterson Redevelopment Project will be expected to:

- Deliver a new building with areas of public realm of the highest architectural quality which compliments that already achieved at The Christie Withington site to date. The quality of the design must reflect the fact that, by virtue of its potential scale, the building will be highly visible from a variety of locations. The southern elevation of the building at the junction of Oak Road / Wilmslow Road will require particular attention.
- Deliver a building of an appropriate scale relative to the nature and amount of the accommodation which it is required to provide. Subject to delivering the necessary quality of architectural design the building could have a general scale of up to 8 storeys, increasing to 10 storeys in selected locations to accommodate plant and equipment. Any floors above Level 7 will be required to be set back from the building's frontage.
- Deliver a building which is lightweight and transparent in its design, particularly at ground floor level where activities on the inside are visible from the outside and where activity on the inside provides natural surveillance of the street.
- A scheme of internal and external illumination which is sensitive to the residential environment yet enlivens and animates the street after dark.
- Create new areas of public realm along the Wilmslow Road frontage, particularly around the entrance areas and close to the junction of Wilmslow Road / Oak Road. The building should also accommodate green roofs and / or green walls and incorporate landscape planting within its interior that is visible from the outside.
- Demonstrate a clear strategy regarding staff travel to and from the site including measures to encourage further modal shift to more sustainable modes.

**Greater Manchester Local Industrial Strategy (June 2019)** – The Local Industrial Strategy is designed to deliver an economy fit for the future, with prosperous communities across the city-region and radically increased productivity and earning power.

The Local Industrial Strategy has identified health innovation as one of the city region's unique sector strengths which, if capitalised on, will drive growth and productivity. The Strategy recognises that Greater Manchester has the potential to become a global leader on health innovation which will increase the adoption of new health and care technologies, processes and services which will improve the health of the local population.

**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.

**Legislative Requirements** – Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that “where in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise.

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

**Equality Act 2010** – Section 149 of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate

discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life.

The Equality Act 2010 requires the Council to have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic to which the Act applies and cancer is a disability under the Act. As such people who are undergoing treatment for cancer share a “protected characteristic”.

The impact of noise and vibration during the construction process on patients and staff at the Christie was originally scoped out of the Environmental Statement which accompanied the application. Representations were made by the Rethink Paterson Residents’ Group to the effect that such impacts should have been assessed. The applicants subsequently volunteered to undertake and submit such further assessments in a Supplementary Environmental Statement. The conclusions are outlined below. The findings are outlined below:

Both construction and operational noise and vibration have the potential to impact upon patient comfort and the working environment of staff, particularly in respect of microsurgical procedures and research involving precisely calibrated equipment. However, with the introduction of appropriate mitigation measures, e.g. working practices enforced by condition and suggested by the Health Technical Memorandum (Dept. of Health and Social Care) and acoustic insulation, the impact from both noise and vibration can be successfully managed.

The impact upon air quality (dust and vehicle emissions) was also assessed. The modelling has demonstrated that the impact of dust and vehicle emissions on patients and staff would, in the worst case, be negligible and not significant. The impact of the proposal on the wider air quality is discussed later on in this report.

Finally, the impact of construction and operational traffic on patients and staff was assessed, again the report found that any impact would be negligible and not significant. The impact of the proposal on the wider highway network is discussed later on in this report.

Given the above, it is not considered that the proposal would disadvantage those people who share a protected characteristic, i.e. patients undergoing treatment for cancer.

**Environmental Impact Assessment (EIA)** – The applicant has submitted an Environmental Statement in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The applicant submitted Further Environmental Information which was also advertised in accordance with the regulations.



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 topic areas considered in the Environmental Statement are listed below:

- Townscape and Visual Impact Assessment
- Noise and Vibration
- Traffic and Transport
- Built Heritage
- Air Quality
- Daylight, Sunlight, Overshadowing and Light Pollution
- Socio-Economics
- Climate Change
- Wind Micro-climate

The following topic areas were scoped out of the Environmental Statement as it was considered the development was unlikely to have a significant effect on these matters. Notwithstanding this, the applicant did submit specific reports addressing these issues and they have been assessed further on in this report.

- Archaeology
- Ground Conditions
- Drainage / Flood Risk
- Television reception / telecommunications
- Ecology

The likely impact of the development on the ES and non-ES topic areas is covered below.

## **ISSUES**

**Principle of the Proposal** – The Christie has a long established presence in the area and is supported by planning policy. It is a major employer in south Manchester and it makes a significant contribution to the health and economy of the City and the region. This new research facility would increase the amount and quality of research undertaken, with the objective of becoming one of the top five cancer research centres in the world. Provision of this new facility would:

- Expand existing areas of specialism,
- Attract new research expertise and talent,
- Attract grant funding for research,
- Increase the number of clinical trials,
- Lead to an increase in knowledge generation, and
- Increase the number of PhDs

The results from increased cancer research and translation into new drug discoveries would ultimately benefit those living in Greater Manchester and the North West and it is recognised that this increase in research activity would also contribute to raising the economic profile and reputation of Manchester and Greater Manchester. In light

of the above, the provision of this new research facility is acceptable in principle and would be a welcome addition to The Christie campus.

Notwithstanding this, it is recognised that the building is much larger in scale than any of the surrounding buildings and that this has caused concern amongst local residents. This impact, along the potential impact from additional traffic and the benefits of this proposal will be discussed on the following pages.

**Team Science** – Following the fire at the Paterson Building, the partners (The Christie, Cancer Research UK and Manchester University) reviewed how the site could most effectively contribute to the delivery of first class clinical and scientific research at The Christie. It was acknowledged that in order to achieve The Christie's ambition of becoming a top five research facility, the scientists and clinicians needed to work together and be co-located in a new way of working called *Team Science*.

While a number of objectors have questioned the *Team Science* approach and have raised doubts about its effectiveness, the applicant has explained that the world of cancer research is changing, evolving from the traditional reliance on the creativity of individuals to the central need of multidisciplinary collaboration involving biologists, clinicians, chemists, computational biologists, statisticians and engineers.

**Alternative Locations** – The design brief set by the partners outlined a requirement for the new building of approximately 25,000m<sup>2</sup> accommodating a mix of highly-specialised state-of-the-art laboratories, consultant workspace, collaboration spaces, plant rooms, meeting rooms and circulation areas to encourage continuous staff engagement. It is essential for the facility to be located immediately adjacent to and physically connected to the existing hospital beds and its patients, allowing closer interactions between researchers and clinicians. Given these requirements it was determined that this new facility could only be provided at The Christie's main Withington Campus.

A number of options were considered within the campus including construction of a longer and lower building by utilising the land to the south of the application site. Consideration was also given to developing a number of standalone buildings throughout the campus but this would fundamentally fail to deliver the collaborative working environment which forms the basis of the *Team Science* ethos. This has left the application site as the only viable option which can deliver the amount of floorspace required and provide the direct links between researcher and clinician.

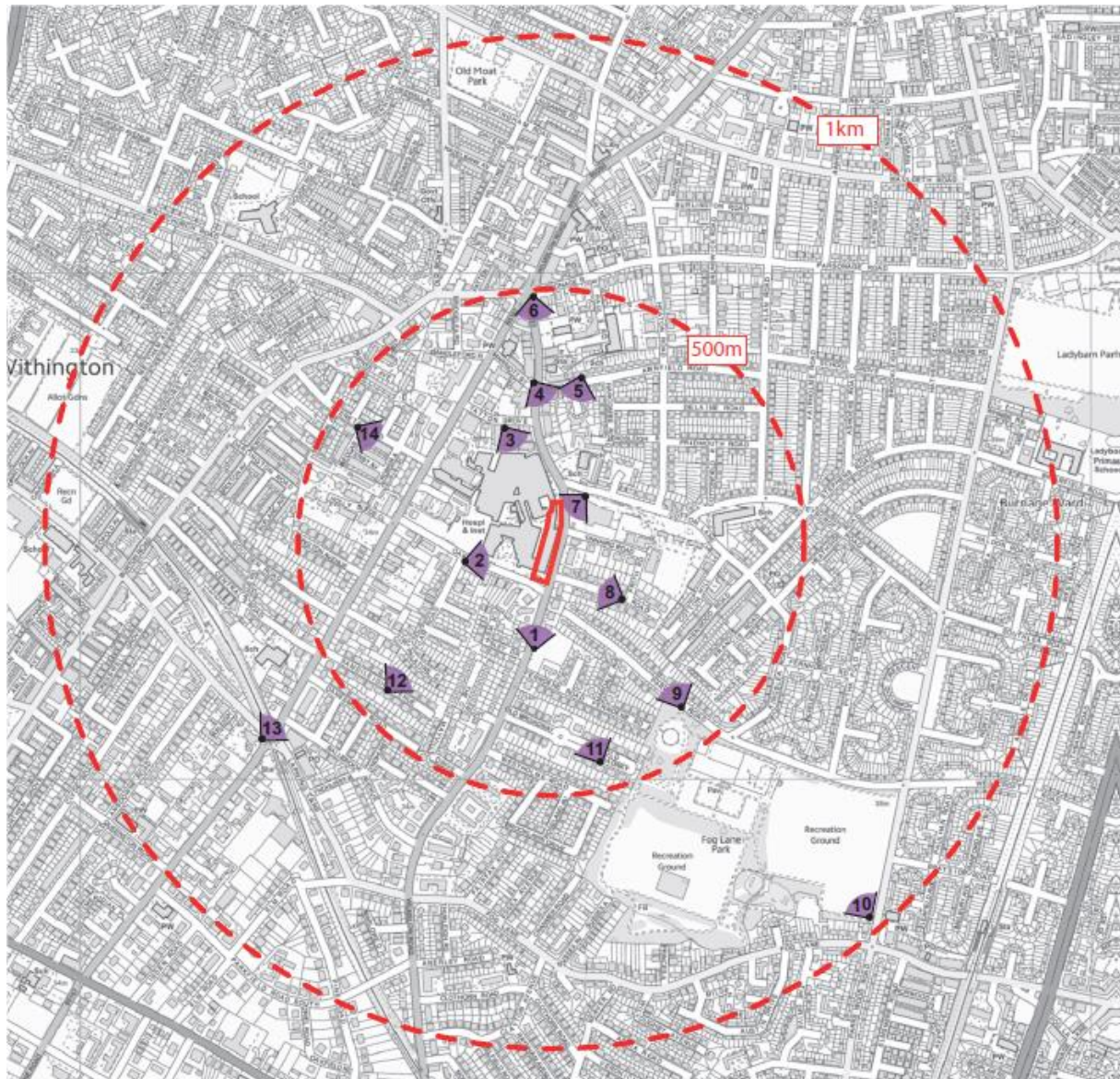
It is acknowledged that this site, due to its long and narrow configuration, does raise a number of issues, specifically related to the height of the proposal, which is borne out of the floorspace requirement and the need to arrange the different types of accommodation in a specific way. This impact from the height of the proposed building is analysed below.

**Townscape and Visual Impact Assessment** – The applicant has undertaken a Townscape and Visual Impact Assessment (TVIA) to establish the visual effects of the development. This can be broken down into two elements, the impact upon five different townscape character areas that exist in the area and the impact from a series of representative viewpoints.

The townscape areas are as follows:

- TCA1 – The Christie Hospital
- TCA2 – Didsbury Residential
- TCA3 – Withington Local Centre
- TCA4 – Withington Residential
- TCA5 – Fog Lane and Old Broadway

The location of the representative viewpoints are illustrated on the following plan:



To illustrate the effects of the proposal on the various townscape and viewpoints and to support the assessment, accurate visual representations (AVRs) were produced for 14 viewpoints. These show the building modelled within surveyed photographs from specific locations in the surrounding townscape.

The character of the townscape is not uniform, and there are a mix of different uses and diversity in the age, form, scale and architectural character, building groups and spaces. For the townscape character assessment eight local townscape character areas (TCAs) which share common characteristics were identified. The site is within 'TCA1: The Christie Hospital' which is characterised by its institutional land uses and by built form of predominantly medium and large scale. The other townscape character areas adjoining and surrounding the site comprise a series of residential areas and local centres including: 'TCA2 – Didsbury Residential'; 'TCA3 – Withington Local Centre'; 'TCA4 – Withington Residential'; 'TCA5 - Fog Lane and Old Broadway'.

The visibility of the site at present is relatively low due to the density of development within the Christie site and the surrounding network of residential streets and mature trees which contained the three to four storey Paterson building. However, there are some close proximity open views from the adjoining streets (Wilmslow Road, Oak Road, Rathen Road, Kinnaird Road and Cotton Lane). In these, the fire-damaged Paterson building and associated hoardings detract from the quality of views.

The Townscape and Visual Impact Assessment identified that the proposal would introduce a large building in the townscape. Its footprint would be similar to other buildings within The Christie site but would be at least five storeys taller. It would also be significantly taller than the houses in the surrounding residential areas. The assessment determined that the building would be of high-quality design and construction.

The assessment found that the changes to the townscape character areas and the views are likely to have both beneficial and adverse effects. The identified beneficial influences include:

- The introduction of an enhanced facility of importance.
- The introduction of high quality built form. The new building would contribute positively to the immediate townscape through elevational design, material choice and the creation of activity to Wilmslow Road.
- Public realm improvements to Wilmslow Road with additional tree and shrub planting that would bring aesthetic interest and ecological benefits. The glazed frontage would also support engagement of the public with the work of The Christie to provide an understanding of the landmark status of the facility and its importance in the townscape.

The identified adverse influences include:

- The introduction of a large new built form which contrasts in scale with the surrounding residential area and which may be perceived by some as an intrusive element in the view.
- The narrowing of views along Wilmslow Road with the new building coming closer to the footway and the enclosure of views from Withington Green.
- The reduction in the openness of sky in a number of views and an increased area of the surrounding townscape in shade for some of the day.

**Scale and Massing** – The accommodation has to be ‘stacked’ vertically and horizontally in a specific way to ensure the full integration of scientific research and to ensure that relevant staff are located on the correct level, for example some Consultant Workspace is required to be located on level 1 to connect directly into the existing drugs trial wards. The overall floor-space required for the laboratories, write-up and research space has increased by c.18% in order to ensure that the new accommodation meets modern design standards. The requirement for a specific quantum of floor-space, the need for that accommodation to be arranged in a particular way, the need for enhanced floor-ceiling heights within the laboratories and the constrained nature of the site all combine to result in the height proposed. The expansion of the Manchester Centre for Cancer Biomarker Sciences (MCCBS) was originally planned to be accommodated within an independent building alongside the Oglesby Cancer Research building (formerly MCRC). That proposal is superseded by the PRP. Therefore there are no longer any plans to build on the land adjacent to the Oglesby building. Provision of the expanded MCCBS within the PRP development would fully integrate biomarker research alongside a wide range of other specialist activities allowing it to make a greater contribution to Team Science and the faster translation of research into patient care. This physical integration has substantial research benefits that would not be achieved if MCCBS were provided in a standalone building.

The primary façade to Wilmslow Road has been broken up with the use of recessed elements and large expanses of glazing. The ground and first floors are set back from Wilmslow Road to provide a more human scale to the entrance and top three floors are also recessed. Floorspace cantilevers over the service road at the rear to reduce the height of the building. While the scale and massing of the building would be larger than the residential context to the south and east, it would respond to the scale and massing of the existing Christie site.

**Design** – The façade would be lightweight and high quality and would reflect the world-class research that would take place within the building. The built form would be broken up by the use of vertical fins and glazing. The use of glazing also helps to create a more lightweight appearance to the Wilmslow Road frontage and the tone of the bronzed/ brass cladding would be sympathetic to the surrounding red brick properties

The base of the building would be glazed and levels 3 to 6 would be finished with a high quality fully glazed facade providing natural daylight into the heart of the building. Further articulation is provided by vertical ‘fins’ which provide shade and reduce solar gain. The laboratory modules which cantilever over the rear service road would take the form of glazed smooth boxes.

Areas of the building which do not require daylight, such as vertical circulation stair/lift cores and vertical mechanical risers, are treated with bronze/brass metallic vertical cladding material. The rooftop plant would be screened by vertically orientated bronzed/brass cladding panels and fins.

A CGI of the front elevation of the proposed building is shown below.





The cycle store proposed on the Kinnaird Road site would be constructed using a lightweight metal frame system to provide a secure but visually unobtrusive structure. This approach is considered acceptable.

**Building Height** – The building could only be delivered on this site, which is constrained by its long and narrow shape. These constraints, together with the requirement to deliver a specific amount of accommodation, configured in a particular way to create the collaborative environment necessary for world-class cancer research to take place, results in a taller building of greater scale and mass than the existing buildings on The Christie site and in the surrounding area.

Building heights within the immediate vicinity of the site generally range from 2 to 2.5 storey residential buildings to four and five commercial-storey hospital buildings. The site and surrounding area is broadly flat with the scale and height of existing buildings in the surrounding area being residential in nature or of a scale appropriate to a hospital facility.

While the visual impact of the proposal has been assessed under the heading of Townscape and Visual Impact Assessment above, it must also be assessed against the relevant Core Strategy policy, namely Policy EN2 (Tall Buildings), which for convenience is reproduced below:

*Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline.*



*Proposals for tall buildings will be supported where it can be demonstrated that they:*

- *Are of excellent design quality,*
- *Are appropriately located,*
- *Contribute positively to sustainability,*
- *Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and*
- *Will bring significant regeneration benefits.*

The policy also states that outside of the City Centre tall buildings would only be supported where, in addition to the requirements listed above, the proposal can be shown to play a positive role in a coordinated place-making approach to a wider area.

**Design** – As has been outlined previously in this report, it is considered that the proposed building is of a high architectural quality and befitting of an institution that has ambitions to be a world leader in its field.

**Location** – The development is sustainably located in relation to transport infrastructure, being on a key transport route through the south of Manchester and being well served by public transport and a high quality cycle network. The development is also located within an existing hospital campus and its locational requirements in terms of *Team Science* have been demonstrated.

**Sustainability** – The proposed building has been designed to achieve a minimum BREEAM rating of ‘Very Good’ using the latest methodology at the design and post construction stages and it would reduce operational CO<sub>2</sub> emissions beyond the requirements of current Building Regulations, thereby exceeding the Manchester Core Strategy target.

**Landmark Building** – The Christie has ambitions to become a world leader in the field of cancer research and it is considered that the design and quality of this building matches that ambition.

**Regeneration Benefits** – The *Socio-Economic Impact* section below recognises that the proposal would lead to an increase in full time equivalent (FTE) jobs in this sector in Manchester and throughout Greater Manchester. It would also lead to an increase in FTE jobs in the supply and associated sectors, both during the construction and operational phases. It is believed that the proposal could deliver an annual net additional uplift in productivity (measured as a Gross Value Added contribution) of approximately £14.9 million to the Greater Manchester economy, of which £10.9 million could be local to Manchester.

While there is no doubt that the proposal is taller than any building within the hospital site and the surrounding area, it is considered that it meets the tests of Policy EN2 and would create a superior built form, in comparison to the original Paterson building, that would reflect the aspirations of the applicant.

**Noise and Vibration** – The assessment of the potential impact of construction and operational noise and vibration has been undertaken for the closest noise sensitive uses surrounding the site, namely the residential properties on Oak Road and Wilmslow Road.

The assessment has confirmed that in terms of traffic noise, the impact from construction traffic and that associated with the day to day operation of the building, would be negligible and its impact would be *not significant*.

It is inevitable that the construction process would bring noise. However, with active management through the approval of a Construction Environmental Management Plan (CEMP), e.g. hours of operation and types of equipment used, the construction process would help to mitigate its impact.

There would be vibration associated with the construction phase, e.g. vibratory compaction/rolling associated with drainage works and haul roads maintenance works. The applicant has confirmed that measures would be put in place to minimise vibration impacts, e.g. the use of deadweight rollers, other low vibration compacting solutions and best practice as described in BS5228-2 “*Code of practice for noise and vibration control on construction and open sites. Vibration*”.

The assessment has confirmed that with appropriate mitigating measures, such as acoustic insulation, the noise from the plant and equipment should not impact on nearby residents.

The noise generated through waste transfer and operation of the compactor and baler could cause disturbance but modelling has shown that the differences between the compound activity and existing background noise levels would be negligible.

The noise climate is generated by hospital plant, road traffic and occasional aircraft noise. The operational effects are likely to be insignificant when mitigated through design and the conditions suggested by Environmental Health. Therefore the operational noise associated with the proposal would not have a detrimental impact upon the levels of residential amenity enjoyed by the nearby residents, patients and staff.

**Traffic and Transport** – The impact of the proposal on the local highway network, during both the construction and operational phases, has been assessed as follows:

Construction Phase – During construction the increase in the total number of vehicles on the highway network would not be of a magnitude sufficient to result in any significant effects relating to the delay of vehicle occupants, pedestrians or cyclists. The potential impact on the risk of accidents and safety of road users would similarly be negligible and not significant.

HGV movements in the vicinity of the site could be significant during the construction phase though it is acknowledged that these are temporary effects that only relate to the ‘peak’ construction period, which would only occur on up to two days per week for a few weeks of the overall construction programme, namely when concrete pouring would occur. For the remainder of the construction programme, the forecast number of construction traffic movements would be significantly reduced (they would be

around 30% of the peak period) and the impact on drivers, pedestrians and cyclists would not be significant.

Prior to development commencing a Construction Traffic Management Plan would be submitted and enforced by planning condition, this would ensure that construction vehicles travel via appropriate routes to/from the site and enter and exit the site under supervision. In the event that the construction programmes for the proposal and the Tiered Car Park (ref 117847/FO/2017) overlap, a combined Construction Environmental Management Plan and Construction Traffic Management Plan would be produced. This document, amongst other things, would set out the respective programmes of construction activity that would have been designed to ensure that the peak period of construction activity do not coincide.

**Operational Phase** – It is anticipated that the proposal would take a number of years to reach full capacity, i.e. 2030. By this time, baseline traffic would be forecast to have increased such that the percentage increases in traffic flows arising the new research facility would be lower than those that have been assessed. Secondly, it has been assumed that 40% of additional staff trips associated with the proposal would arrive by sustainable modes. Given this, the inclusion of the proposal within the Green Travel Plan and the junction improvements associated with the Tiered Car Park, it is not expected that the operational phase of the proposal would have a detrimental impact upon existing levels of pedestrian and highway safety enjoyed within the vicinity of the site.

**Car Parking** – There was approximately 3,815 staff employed at The Christie prior to the fire in April 2017, of which 3,052 were typically on site at any one time. Following the relocation of a significant number of the research staff to Alderley Park, at present 3,485 are based at the site of which 2,780 are typically on site at any one time.

If the proposal is implemented, 3,870 staff would be employed at the site on its first day of operation in 2022, with potentially 3,096 being on site at any one time. Approximately 780 staff would occupy the proposed building in 2022, this would include 725 existing staff members and 55 new scientists for the Biomarker Centre. When the proposal is fully occupied in 2030, 4,055 could be based at the site which represents an increase of 185 staff from 2022 and 240 from prefire levels.

The tensions surrounding staff, visitors and patients parking on nearby streets and from the volume of traffic that the site attracts is well documented. This issue has to some extent been addressed by the modal shift away from private car as a result of the introduction of the Green Travel Plan and through the introduction of a controlled parking scheme (CPZ), funded by The Christie. However, whilst the CPZ has been successful in terms of addressing the problem on those streets included, some issues have arisen elsewhere as parking has been displaced onto other streets. The Christie has since received permission for a car park to increase on-site provision. As part of that approval, the Christie has made a financial contribution through S106 to expand the CPZ significantly. The implementation of the car park and the expansion of the CPZ would further help to address problems being experienced on nearby streets and should ease parking problems in the area.

**Air Quality** –The main impacts that may arise during construction and operation The impact from dust could be significant and the applicant has stated that best practice measures would be used during construction including those listed in the latest guidance by the Institute of Air Quality Management. It is anticipated that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. The mitigation measures should be included within the Construction Environmental Management Plan.

A comparison has been made between current levels of NO<sub>2</sub> (nitrogen dioxide) and PM<sub>10</sub> (particulate matter) and predicted levels from the construction traffic. This has shown that overall the annual mean concentrations of NO<sub>2</sub> and PM<sub>10</sub> would be below the annual air quality objectives and that the change in concentration levels is expected to be less than 0.5%.

Given these low predicted changes in concentration levels and the temporary nature of the effects, the effect of construction traffic would be acceptable. The management of construction traffic would be contained within the CEMP.

The combustion plant would comprise of three boilers and an emergency generator and in combination they could have a significant effect on long-term and short-term air quality objectives for NO<sub>2</sub>. However, NO<sub>2</sub> levels from the boiler plant would be below the annual mean objective and the impact at all of the test sites would be characterised as low or negligible. In the short-term the hourly objectives for NO<sub>2</sub> would not be exceeded with the boiler plant operational. The impact from the emergency generator would *not be significant*.

Existing NO<sub>2</sub> and PM<sub>10</sub> levels have been compared with predicted levels for the opening year of the proposal, namely 2022 and longer term in 2030 when the building is fully occupied. This indicates that the annual mean concentrations of NO<sub>2</sub> and PM<sub>10</sub> would be below the respective annual objectives in 2022 and in 2030, at all of the sensitive test locations. All the test sites are expected to have a less than 0.5% change in concentration levels for both NO<sub>2</sub> and PM<sub>10</sub>.

In light of the above findings, it is not considered that the proposal, either during construction or when operational, would have a detrimental impact upon air quality.

**Impact upon Heritage Assets** – The site is located, 115 and 192 metres respectively to the south of the Withington Conservation Area and the Grade II listed Red Lion PH, and 218 and 295 metres respectively to the north of the Old Broadway Conservation Area and the Ballbrook Conservation Area.

An assessment has been undertaken of the impacts upon heritage assets within 500 metres of the site including five additional designated heritage assets and one non-designated heritage. The following, apart from St Cuthbert's Church, are all Grade II listed buildings:

- Pair of Stone Piers to forecourt of No 494 Wilmslow Road (formerly Cine City)
- Former White Lion PH
- Two Pairs of Stone Piers to forecourt of No 496
- Church of St Paul

- Milestone adjacent to Withington Fire Station
- St Cuthbert's Church – non-designated asset, recorded in the Greater Manchester Historic Environment Record.

Red Lion PH, Grade II – The proposal would be clearly visible, in combination with the existing buildings at The Christie. The Red Lion PH is not a landmark building or intended to have prominence so its significance as a vernacular building with strong historic interest would not be diminished. The pub would continue to occupy a spacious setting and although the proposal would be clearly apparent, it would appear as a backdrop and would not impede views of it.

Former White Lion PH and associated stone piers, Grade II – Due to the distance (approximately 420 metres) from the site and the intervening buildings and trees, the proposal would be visible only to a very limited extent, if at all. The distinctiveness of the White Lion PH and associated stone piers and the way in which they are experienced would be unaffected.

Church of St. Paul, Grade II – The proposal would be visible from Wilmslow Road in the vicinity of this listed church, but would not be clearly visible from the within its grounds due to the filtering effect of trees and the position of neighbouring buildings that are positioned closer to the street edge. Given this, the proposal would not impact upon the setting of this listed building or its significance.

Milestone, Grade II – As the proposal would not interrupt views of this heritage asset it is not considered that it would have a detrimental impact upon the setting or historic interest of the Grade II milestone.

St Cuthbert's Church, non-designated asset – St Cuthbert's Church is a distinctive building principally experienced from Palatine Road in combination with trees and a mix of dwellings and apartment buildings. Due to the distance from the site, the nature of its significance and setting and the likely limited visual impact, it would not have an effect on the significance of this asset.

Withington Conservation Area – The nearest part of this conservation area to the site is Tatton Grove. The existing Paterson Building is visible from Tatton Grove, though views are filtered by trees. The proposal would be taller than the existing buildings, however, views of it would also be filtered by the existing tree coverage.

The development would be clearly visible from Wilmslow Road though it is not considered that it would impede or obscure any important views into or out of the Withington Conservation Area or harm the ability to appreciate the built form, architectural interest and key buildings within it.

Old Broadway Conservation Area – This conservation area is small but is of high architectural interest with the dwellings lining Old Broadway designed to be distinctive and in the Arts and Crafts style. At present the tall chimney stack within The Christie site is the only element of the campus visible from the conservation area.

The proposal would have a greater visual impact, though it is recognised that from the most open part of the conservation area, only its upper floors would be visible due to the distance and intervening trees. From a large part of the conservation area the proposal would not be visible. Given the above, the character, appearance and significance of the Old Broadway Conservation Area would not be diminished.

Ballbrook Conservation Area – The proposal would not be visible from a large part of this conservation area and where visible from the northern extent it would only be visible in very filtered and glimpsed views. It is not considered that these very limited views would compromise or harm the significance of the Ballbrook Conservation Area.

In conclusion, given the distances between the site and the heritage assets listed above, that views from them would either be filtered by trees or buildings or significantly far away to only act as a backdrop, it is not considered that the proposal would cause harm to these heritage assets or diminish their significance. Therefore, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas, as required by virtue of S66 and S72 of the Listed Buildings Act, and paragraph 193 of the NPPF, any harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 196 of the NPPF.

**Daylight, Sunlight, Overshadowing and Light Pollution** – Concerns have been raised about the potential impact the development would have upon existing levels of residential amenity, particularly in terms of daylight/sunlight levels, overshadowing and light pollution.

The applicant has undertaken an assessment of the likely effects of the proposal on daylight, sunlight, overshadowing and light pollution in accordance with Building Research Establishment (BRE) Guidelines.

The BRE Guidelines provide two main methods for assessing daylight, namely “Vertical Sky Component” (VSC) and ‘No Sky Line’ (NSL). “Vertical Sky Component” is a measure of the amount of sky visible from a centre point of a window, a window that achieves 27% or more is considered to provide good levels of light. “No Sky Line” is a measure of the distribution of diffuse daylight within a room. For the assessment of sunlight, the approach considers the ‘Annual Probable Sunlight Hours’ (APSH) which is a measure of sunlight that a given window may expect over a year period.

For daylight 103 windows to 56 rooms within five buildings have been assessed at nos. 557, 559-561, 563, 565 Wilmslow Road and no. 36 Oak Road. The assessment found that 81% of windows currently have a VSC which meet BRE guidelines. This would be reduced to 48%. 43 of the 56 rooms assessed currently meet the BRE criteria for NSL (80%) and this reduces by approximately 20%. The magnitude of impact on nos. 557 and 559-561 Wilmslow Road is assessed as being moderately adverse.

For sunlight, 27 windows within four properties (nos. 557, 559-561, 563 Wilmslow Road and 36 Oak Road) have been assessed. Presently, 82% of the windows meet

BRE guidelines for APSH sunlight. This would continue to be the case with the development in place. The impact on nos. 559-661 and 563 Wilmslow Road and 36 Oak Road is assessed as being negligible. The impact on no. 557 Wilmslow Road is assessed as being moderately adverse.

The potential impact of light pollution from lighting within the building has been assessed, on 557, 559-561, 563, 565 Wilmslow Road and 36 Oak Road. This has identified that no significant effects would arise from light pollution before but there would be a minor adverse impact on two properties should lighting be on after 11pm. Though this is considered significant but it does represent a theoretical worst-case scenario of the building being fully occupied and all lights being simultaneously illuminated. In reality, this scenario is highly unlikely to arise as the building is primarily occupied during normal office hours and is fitted with occupancy sensor-controlled lighting.

Given the above, it is considered that the proposal would not lead to significant amounts of overshadowing or reduction in daylight/sunlight and would not result in an unacceptably detrimental impact on levels of residential amenity currently enjoyed by the residents of dwellings closest to the site

**Socio-Economic Impacts** –The applicant has estimated that at the peak of construction the development would support 400 FTE jobs on and off site. After assumptions about leakage and displacement have been applied, the number of direct jobs supported is estimated to be 300 FTE jobs across the wider impact area (Greater Manchester), of which 110 FTE jobs are likely to be taken by those living in the local impact area.

The positive economic impacts of the proposal would extend beyond construction employment to include the generation of indirect benefits to the local economy. There would be considerable expenditure on construction materials, goods and other services that would be purchased from a wide range of suppliers. This expenditure has far-ranging benefits both locally and further afield as it filters down the supply chain, and via the induced impacts of employment, through onward expenditure. The result is that the initial investment in the proposal is amplified through a ‘multiplier’ effect with linked benefits in terms of generated expenditure spent locally on goods and services. This would bring indirect employment and financial benefits for local individuals and firms involved in the skilled construction trades and associated professions. It could also help to sustain employment within this sector across the local and wider economy.

Given the above, it is acknowledged that there is likely to be a temporary, short-term, beneficial effect in the local and wider impact areas from the construction of the development which is considered to be moderate. This is significant in EIA terms.

**Operational Phase** – Once complete the Paterson building would deliver additional accommodation on site for research teams. Staff would be a mixture of researchers (e.g. PhD student, Post Doc Researchers), lab technicians, clinicians and support staff (e.g. reception, café). On “Day one occupancy” in 2022 there would be 780 people working onsite. This group would consist of existing employees from the Project Partners and the new scientists recruited to the Biomarker Centre. The

maximum future capacity of the building is estimated to grow by 185 staff from 780 to 965 people. This level of employment/occupancy would only likely to be realised by 2030.

In conclusion, it is recognised that the scheme would provide new jobs during construction and permanent employment within the building. These employment opportunities would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities. The additional jobs supported by the proposed development would positively contribute to productivity within Manchester and Greater Manchester. Through its operation, the proposal could deliver an annual net additional uplift in productivity (measured as a Gross Value Added contribution) of approximately £14.9 million to the Greater Manchester economy, of which £10.9 million could be local to Manchester.

**Wind Micro-climate** – The wind environment is defined as the wind flow experienced by pedestrians and the subsequent influence it has on their activities, and the assessment is concerned primarily with wind characteristics at pedestrian level, both in terms of comfort and safety.

The assessment took into account the following factors and undertook tests at a number of points around the proposed site:

- The effect of the geometry, height and massing of the development and the existing surroundings on local wind speed and direction.
- The effects of location and ground roughness (open field, inner city, etc.); topography, and nearby obstructions (buildings, bridges, etc.).
- Orientation of the buildings relative to the prevailing wind direction.
- The pedestrian activity to be expected (sitting, standing, leisure and business walking).

The wind assessment has determined that the impact on pedestrian comfort would either be *negligible* (where no discernible effect is expected) or in two cases *minor adverse* (where the development could be expected to result in a small, barely noticeable effect).

In terms of pedestrian safety, the assessment has determined that there would be a minor area of increased acceleration at the south corner but this would not exceed safety criteria and as a result the wind conditions would remain within the safety thresholds.

Given the above, it is not considered that the proposal would have an unduly detrimental impact upon pedestrian comfort and safety levels

**Ground Conditions** – A ground investigation was carried out around the Paterson building and no evidence of contamination was noted during the ground investigation or subsequent groundwater and ground gas monitoring. The ground gas monitoring indicated slightly elevated concentrations of carbon dioxide but gas flow was negligible. In addition, chemical testing of soil samples indicated no exceedances of



relevant contaminants. The investigation also concluded that material taken off-site would not be classified as hazardous waste.

As groundwater was identified in one of the boreholes, the Environment Agency have suggested a condition it from any pollution.

**Drainage and Flood Risk** –The site is at low risk of flooding and is in Flood Zone 1. There is an annual probability of less than 0.1% for flooding from rivers. The Manchester, Salford and Trafford Strategic Flood Risk Assessment indicates that the site is also at low risk of flooding from groundwater. United Utilities has confirmed that there is no recorded flooding from the sewers in the area.

The drainage system would aim to reduce water run-off to at least 50% of the existing rate of run-off, based on the 1 in 1 year rainfall design criteria. Sustainable urban drainage systems would provide blue roofs and/or large diameter pipes and propriety tanks. The impact of climate change on the design of the sustainable urban drainage system would be taken into consideration in accordance with “*Flood Risk Assessment: climate change allowances*” published by the Environment Agency.

The proposal would reduce the rate of water run-off and incorporate appropriate sustainable urban drainage systems and would not increase the risk of flooding on or off the site. The Flood Risk Management Team, Environment Agency and United Utilities were consulted and have no objections, subject to the imposition of drainage conditions.

**Impact upon Climate Change** – An assessment of the development upon climate change has identified a wide range of mitigation inherent in the design of the development, and tertiary mitigation which sets out legislative and/or policy requirements which are to be incorporated into the detailed design stage, construction, or operational practices. As a result the majority of potential effects have been determined to be insignificant, including:

- The Construction Environmental Management Plan, which sets out key measures to mitigate the potential impacts of climate change during construction includes measures related to increased flood risk, overheating risks to construction employees and equipment, potential for fresh water shortages and dust mitigation;
- Flood risk, the potential for increased risk of flooding due to climate change is mitigated through a range of mitigation, referred to previously and legislation which require the consideration of climate change; and
- Biodiversity, in order to protect site habitats and species from climate change the proposal is being designed to enhance the biodiversity of the site in accordance with The England Biodiversity Strategy.

Taking into account the proposed mitigation and building design, three effects were identified and assessed, namely greenhouse gas emissions related to the construction and operational phases and the potential for overheating impacting on building occupants during operation.

To mitigate against the impact of these identified effects, the applicant is proposing the following design and operational measures are proposed:

- Targeting a minimum 15% reduction in operational regulated CO<sub>2</sub> emissions beyond 2010 Part L Building Regulations (as required by the Manchester Core Strategy) and
- Thermal dynamic modelling of occupied building to improve thermal comfort of its occupants.

The way in which the proposal addresses flood risk issues, ecology, tree planting and landscaping is addressed elsewhere in the report. Given these measures and the overall design of the building (as described in Environmental Management above), the potential impact from greenhouse gas emissions has been classified as negligible and the impact upon human health, as a result of increased climatic temperatures and building overheating, as minor adverse. As a result it is not considered that the proposal would have a significant impact upon climate change.

**Sustainability** – The building would achieve a minimum BREEAM rating of ‘Very Good’ using the latest methodology at the design and post construction stages. The proposal would reduce operational CO<sub>2</sub> emissions beyond the requirements of current Building Regulations, thereby exceeding the Manchester Core Strategy target. This will be achieved through application of the “energy hierarchy” including excellent levels of building fabric performance, energy efficient building services and the provision of on-site low/zero carbon energy technologies such as air source heat pumps. It has been designed to reduce surface water run-off by 50% relative to the current rate through on-site attenuation, and operational water demand would be reduced and metered. The proposal has also been designed to meet waste recycling targets and would minimise the amount of waste sent to landfill during the construction and operational phases.

Overall, the levels of provision is considered acceptable.

**Carbon Neutrality** – Manchester is committed to achieving carbon neutrality by 2038. It is considered that given the construction practices the applicant would employ, the proposed building fabric and energy efficient services that would be used during the operation phase, this proposal would help in the city achieving this commitment.

**Impact upon TV Reception** – The applicant has undertaken a TV Reception Study to assess the impact during construction and once completed. The study found that at all surveyed locations the digital terrestrial television (DTT) signal strength was well in excess of the recommended minimum amount and the technical quality of the received signals was good. In terms of the satellite signal no existing interference was identified.

The study does not anticipate widespread interference to the DTT signal. However, the proposed development and the use of tower cranes during construction may cause signal disruption to a small number of properties adjacent to the site the immediate southeast on Wilmslow Road. The study acknowledges that the development could create a shadow for satellite signals to the immediate northwest

but, given the lack of dishes in this area it is not expected that any interference of satellite coverage would be experienced.

Improvements to the antennas would be required at properties where DTT is affected. This is a recognised solution and a condition would require further studies either within one month of practical completion or during the construction of the development if the City Council is made aware of a reduction in TV reception.

**Ecology** – The ecological report has confirmed that the site is of negligible ecological importance, though a small area of shrubbery offers a bird nesting site. The study does acknowledge that while the two trees to the south of the site have no potential to support roosting bats they too could support nesting birds.

GMEU have no objection to the proposal and have suggested a condition which controls when vegetation clearance takes places. They have also suggested, a condition requiring bio-enhancements (bird/bat boxes) be attached should the application be approved.

**Archaeology** – The applicant has submitted a desk based archaeological assessment to determine any potential impact the proposal would have upon any archaeological features.

The assessment has concluded that the site possesses low potential for below-ground remains, either post-Medieval agricultural activity or Industrial period houses and gardens. If any remains were to survive, then the impact on these remains would be substantial. However, it is unlikely that archaeological remains of any significance survive within the site, given that basement construction and site-wide earth-moving related to the construction of the 20<sup>th</sup> Century Paterson building would likely have destroyed any earlier remains.

As GMAAS has confirmed that these findings are acceptable, it is considered that the overall impact of the proposed development upon archaeological features would be negligible.

**Trees** – There are eleven trees within the site or immediately adjoining it. There are five trees within the Paterson site and six trees within and adjoining the location of the proposed bike store off Kinnaird Road. Of the eleven trees, four are protected by Tree Preservation Orders (two at each site). In terms of quality, the eleven trees are categorised as follows:

- 2 of the trees are category A trees – high quality
- 1 of the trees are category B trees – moderate quality
- 8 are category C trees – low quality

To facilitate the proposal three trees are to be felled, all of which are category C and not protected by Tree Preservation Orders. The three trees to be felled are located at the corner of Oak Road and Wilmslow Road.

To compensate for their loss the applicant is proposing to plant three replacement trees within the proposed landscaping belt that would front Wilmslow Road and Oak Road. This replacement provision is considered acceptable.

**Landscaping** – The proposed hard and soft landscaping scheme would run along the eastern boundary of the site, along Wilmslow Road and would turn the corner for a limited distance along the Oak Road frontage.

The landscaping scheme has been designed to create a visual connection and environment between the external areas and the building. The entrance area would be paved in materials of a natural tone laid in a contemporary pattern to complement the building. Street furniture, lighting and planting will be carefully positioned to ensure an uncluttered space with the landscape.

Planting would be located below the building overhang along the eastern elevation and it would be raised slightly above the pavement level to create a defined edge to the development in addition to taking up the nominal level change along the building entrance.

Ornamental planting including low specimen shrubs, ground cover, grasses and flowering perennials all within the green colour spectrum will be planted to add a tactile element at ground level. The inclusion of native trees, shrubs and grasses in the garden and around the curtilage of the building would lead to an increase in the ecological value of the site and the inclusion of nectar rich species would benefit local pollinator species.

A “Break-Out Space” off Wilmslow Road is proposed and would provide space to contemplate, relax and unwind. The space would incorporate a mix of multi-stem and feathered trees set in softly textured ornamental grasses and perennials in order to create a peaceful natural landscape for staff and visitors of The Christie.

To screen the facade of the external storage/servicing compound and the existing electricity substation, a landscape screen consisting of clump forming bamboos, vertical fins and climbing plants is proposed. Tensile wires attached to the trellis would encourage the planting to grow up the timber screen and fill the vertical facade with greenery and flowers. A mix of evergreen and flowering species would create year round coverage and seasonal interest.

Overall, the proposed landscaping scheme is considered acceptable.

**Crime and Anti-Social Behaviour** – The development has been assessed against the principles of “Crime Prevention through Environmental Design” in order to reduce the opportunities for crime and the fear of crime. Greater Manchester Police have confirmed in the Crime Impact Assessment that the development is broadly acceptable in terms of designing out crime and the building would be less vulnerable to criminal and antisocial behaviour as a result.

Notwithstanding this, GMP have made a number of recommendations to further improve safety and security and the imposition of a condition requiring the scheme to

achieve Secured by Design accreditation would ensure that these recommendations are incorporated.

**Cycle Storage** – The proposal includes the provision of a storage facility against to the MCRC building for approximately 170 cycles. This provision is welcomed.

**Waste Management** – The proposed building is likely to generate the following waste streams:

- a) General/Domestic Waste (using baler/compactors)
- b) Pulpable recycling
- c) Mixed recycling
- d) Domestic glass waste
- e) Food waste
- f) Clinical/Hazardous Waste
- g) Sharps/Biomedical Waste Disposal
- h) Chemical/Solvent Waste (and Store)
- i) Pharmaceutical Waste
- j) Waste Electrical and Electronic Equipment recycling (WEEE), which includes damaged Laboratory Equipment Waste and other adhoc Waste

The a) to e) waste streams would be managed using the onsite balers and compactor which would be housed in the proposed service compound at the southern end of the development. This waste would be stored in either 110 litre bins or skips. Waste streams f) to j) would require more specialist disposal, though again this waste would be stored in secure stores within the service compound.

The proposed waste storage and recycling facilities are considered acceptable.

## **CONCLUSION**

The Christie and its partners have an ambition to be one of the top five centres in the world for cancer research. They have outlined that this could only take place within their main campus and the only viable option is to build on the site of the former Paterson building. Due to the constraints of the site and the amount of floorspace required the height of the proposed building exceeds that of its neighbours.

While it is considered that the proposal complies with the Council's Policy EN2 on tall buildings, given its high quality design, sustainable location and economic and regeneration benefits, it is acknowledged that its height and the perceived traffic increases from the additional staff have caused great concern to local residents. Though it has been demonstrated that the impact upon the highway network would be negligible it is recognised that despite being a high quality piece of architecture the proposal to some would be an obtrusive feature in the streetscene.

However, it is recognised that this proposal has the potential to be a centre of excellence and the outcomes from the important research that would take place there would benefit not just Manchester residents but residents throughout Greater Manchester. It is due to the latter that the proposal has received significant support from members of the public.

The impact of the proposal upon a series of designated and non-designated heritage assets has also been assessed. Given the distances between the site and these heritage assets, and the fact that views from them would either be filtered by trees or buildings or significantly far away to only act as a backdrop, it is not considered that the proposal would cause harm to these heritage assets or diminish their significance. As such any harm caused would be less than substantial and would be outweighed by the public benefits of the scheme.

Therefore, on balance the application to build a new cancer research facility is supported.

**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 of the application is proportionate to the wider benefits of 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 expiration of the notification period in respect of the Further Environmental Information submitted by the applicant and no new issues being raised)

### **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**

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 stamped as received on 28th May 2019:

- 1) PRP-BDP-Z01-00-PL-A-0991 P01
- 2) PRP-BDP-Z01-00-PL-A-9001 P01
- 3) PRP-BDP-Z01-01-PL-A-0991 P01
- 4) PRP-BDP-Z01-02-PL-A-0991 P01
- 5) PRP-BDP-Z01-03-PL-A-0991 P01
- 6) PRP-BDP-Z01-04-PL-A-0991 P01
- 7) PRP-BDP-Z01-05-PL-A-0991 P01
- 8) PRP-BDP-Z01-06-PL-A-0991 P01
- 9) PRP-BDP-Z01-07-PL-A-0991 P01
- 10) PRP-BDP-Z01-08-PL-A-0991 P01
- 11) PRP-BDP-Z01-09-PL-A-0991 P01
- 12) PRP-BDP-Z01-B1-PL-A-0991 P01
- 13) PRP-BDP-Z01-XX-EL-A-2191 P01
- 14) PRP-BDP-Z01-XX-EL-A-2192 P01
- 15) PRP-BDP-Z01-XX-EL-A-2193 P01
- 16) PRP-BDP-Z01-XX-EL-A-2194 P01
- 17) PRP-BDP-Z01-XX-EL-A-2195 P01
- 18) PRP-BDP-Z01-XX-EL-A-2196 P01
- 19) PRP-BDP-Z01-XX-PL-L-9002
- 20) PRP-BDP-Z01-XX-PL-L-9003
- 21) PRP-BDP-Z01-XX-SE-A-3091 P01
- 22) PRP-BDP-Z01-XX-SE-A-3092 P01
- 23) PRP-BDP-Z01-XX-SE-A-3093 P01
- 24) PRP-BDP-Z01-00-PL-A-8001 P01
- 25) PRP-BDP-Z01-01-PL-A-8001 P01
- 26) PRP-BDP-Z01-02-PL-A-8001 P01
- 27) PRP-BDP-Z01-03-PL-A-8001 P01
- 28) PRP-BDP-Z01-04-PL-A-8001 P01
- 29) PRP-BDP-Z01-B1-PL-A-8001 P01
- 30) PRP-BDP-Z01-XX-EL-A-8001 P01
- 31) PRP-BDP-Z01-XX-EL-A-8002 P01
- 32) PRP-BDP-Z01-XX-EL-A-8003 P01
- 33) PRP-BDP-Z01-XX-EL-A-8004 P01
- 34) PRP-BDP-Z01-XX-SE-A-8001 P01
- 35) PRP-BDP-ZZZ-XX-PL-A-9091 P01

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

3) Above-ground construction works shall not commence until samples and specifications of all materials, including window frames, 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 Manchester Core Strategy.

4) 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 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.

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 Manchester Core Strategy.

5) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

6) Above-ground construction works shall not commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been 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 Secured by Design accreditation.

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



7) 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 replacement 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 guidance within the NPPF and NPPG and policies EN08 and EN14 in the Manchester Core Strategy.

8) 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:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- 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 and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to guidance within the NPPF and NPPG and policies EN08 and EN14 in the Manchester Core Strategy.

9) No development shall take place, until a Construction Environmental Management Plan (CEMP) with detailed method statements of construction, including details of and position of any proposed cranes to be used on the site, a detailed programme of the works and risk assessments, has been submitted to, and approved in writing by the Local Planning Authority. The CEMP shall provide for:-

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;
7. measures to control the emission of dust and vibration during construction and;
8. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason - In the interests of highway safety, to safeguard the amenities of the locality and to ensure that the developer complies with all the necessary system clearances, pursuant to policies SP1 and DM1 in the Manchester Core Strategy.

10) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

11) Above-ground construction works shall not commence until a hard and soft landscaping treatment scheme (including details of trees to be planted at the front of the development) 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 building is first occupied. 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 Manchester Core Strategy.

12) A scheme of Biodiversity Enhancement Measures, as set out in the Preliminary Ecological Appraisal by Tyler Grange (Report Number: 11825\_R05b\_SJC\_LP) shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

13) Fumes, vapours and odours shall be extracted and discharged from the building in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy

14) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme shall be submitted to and approved in writing by

the City Council as local planning authority and the approved scheme shall be completed before the building is occupied.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy

15) Prior to the occupation of the development hereby approved, a timetable for the testing of the emergency generator shall be submitted to and approved by the City Council as local planning authority. The testing of the emergency generator shall be undertaken in accordance with the approved timetable.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy

16) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

17) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

- a) 0730hrs to 2000hrs, Mondays to Saturdays,
- b) no deliveries/waste collections on Sundays and Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policy DM1 in the Manchester Core Strategy.

18) During the construction of the development and within one month following the substantial completion of the development hereby approved, the City Council may request in writing a TV and Radio Impact Assessment study of the existing television signal within the potential impact area (as previously identified in the GTech Surveys Limited - Baseline Television Signal Survey & Television Reception Impact Assessment stamped as received on 28th May 2019) to be undertaken and compared with the Assessment study undertaken in 2019. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception (as identified in the submitted Baseline Television Signal Survey & Television Reception Impact Assessment) and a timetable for the implementation, if required, of any remediation measures. The study shall be submitted to the City Council as local planning authority for approval and any remediation measures shall be implemented in accordance with the approved study.

Reason - To ensure that the development at least maintains the existing level and quality of television signal reception, as advised in Planning Policy Guidance Note 8: Telecommunications.

19) External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy.

### **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: 123748/FO/2019 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.

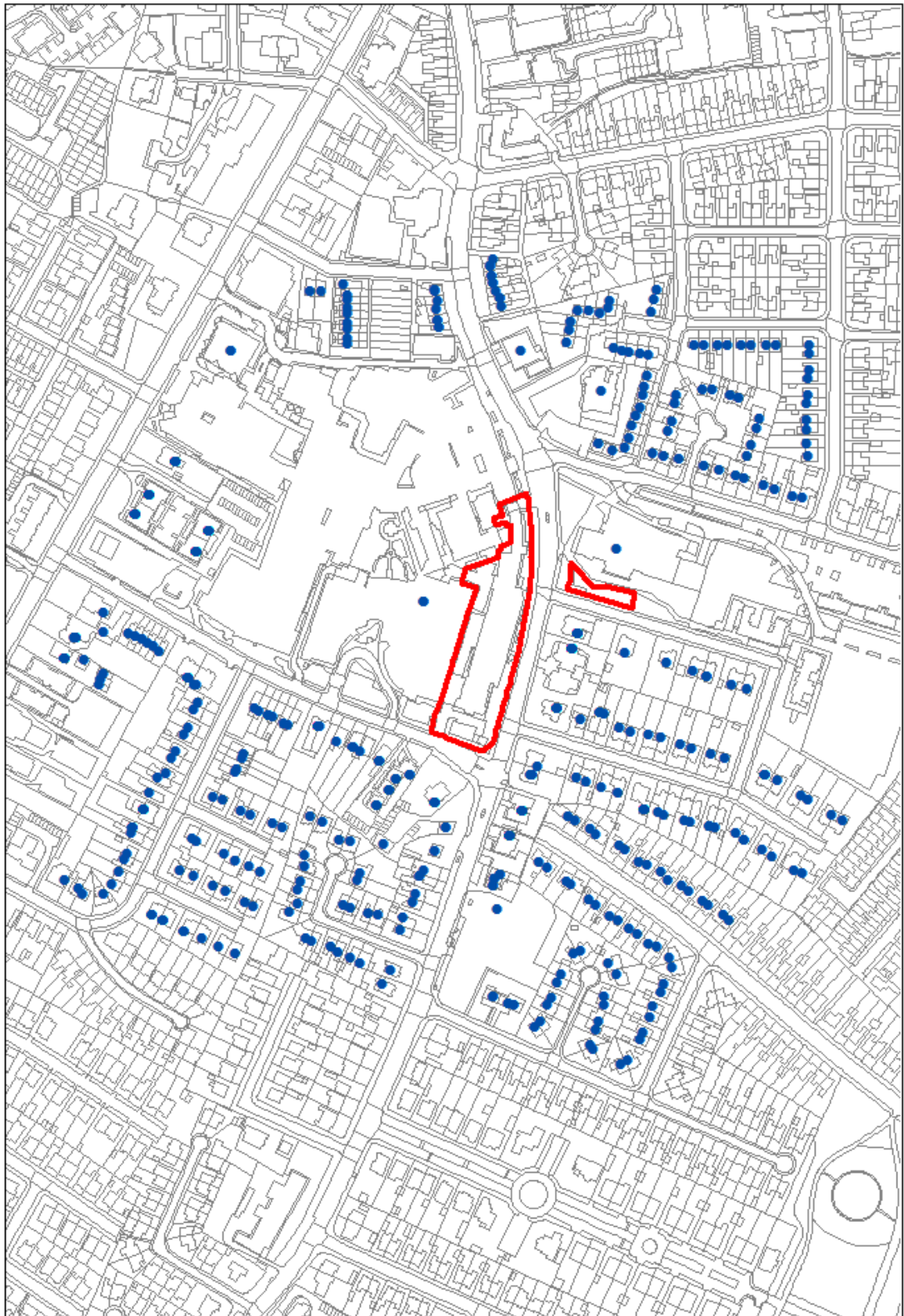
### **The following residents, businesses and other third parties in the area were consulted/notified on the application:**

Planning Casework Unit  
Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
MCC Flood Risk Management  
Environment & Operations (Refuse & Sustainability)  
Oliver West (Sustainable Travel)  
Strategic Development Team  
South Neighbourhood Team  
Greater Manchester Police  
Greater Manchester Ecology Unit  
United Utilities Water PLC  
Environment Agency  
Transport for Greater Manchester

Withington Civic Society

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

<b>Relevant Contact Officer :</b>	David Lawless
<b>Telephone number :</b>	0161 234 4543
<b>Email :</b>	d.lawless@manchester.gov.uk



 Application site boundary  Neighbour notification  
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