MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	138282/FO/2023
Date registered valid:	10 October 2023
Proposal:	Erection of a part 3 (with roof top plant) to part 5 storey building to form an Advanced Scanning and Imaging Centre, with associated clinical accommodation and associated landscaping, following demolition of Blocks 19 and 20 (Holt Entrance) and part of Block 21 on Wilmslow Road.
Address:	Blocks 19, 20 And Part Of Block 21 At The Christie Hospital, 550 Wilmslow Road, Manchester, M20 4BX
Ward(s):	Withington Ward
Applicant:	The Christie NHS Foundation Trust
Agent (if any):	Miss Jennifer Chatfield, Deloitte LLP
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	14 December 2023



Application details

Type of application: Full Application Consent

Development type: Major Other

Date of site visit: 26 October 2023

Standard consultations:
Printed: 19 October 2023 Expired: 9 November 2023

Neighbour notifications
Printed: 19 October 2023 Expired: 9 November 2023

Site notice
Posted: 26 October 2023 Expired: 16 November 2023

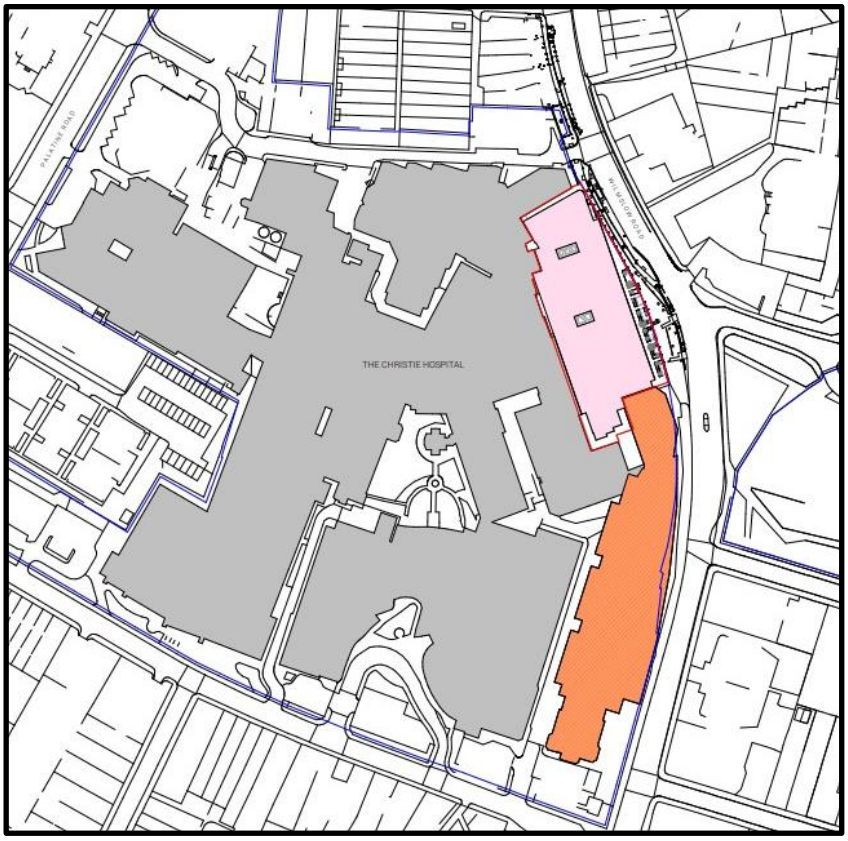
Press advert
Published: 24 October 2023 Expired: 7 November 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

This application relates to a 0.3 hectare site within the Christie Hospital campus. The site is currently occupied by Blocks 19 and 20 (Holt Entrance) and part of Block 21 on Wilmslow Road and is shown below hatched pink, with the hatched orange area being the recently constructed Paterson Building:



The site is located within Flood Zone 1 (low risk of flooding) and is not located within an Air Quality Management Area. The southern boundary of the Withington Conservation Area is located to the northwest of the site and shown hatched green below:



The Christie Hospital campus is made up of a variety of buildings of differing scale. In the majority they are 4 to 5 storeys in height, however, the Paterson Building to the south of the application site rises to 10 storeys in height. On the opposite side of Wilmslow Road stands the 3 storey Manchester Cancer Research Centre, the single storey Withington Health Centre and the 2 and 3 storey Manchester Muslim Preparatory School. To the north of the Christie Hospital site there are commercial units lining Wilmslow Road between the site and the Grade II Red Lion PH. Beyond this, Wilmslow Road leads towards Withington District Centre.

Listed building: No
Conservation area: No
Tree Preservation Order: No

Description of development

The applicant is proposing to demolish the buildings enclosed in red below:



In its place the applicant is proposed to erect a part 3 to part 5 (with roof top plant) storey building to form:

- an Advanced Scanning and Imaging Centre on the ground floor
- future provision of ward accommodation on the first and second floors
- enclosed plant room on the third floor
- internal plant equipment, cold water tanks and external plant within an acoustic enclosure on the roof.
- landscaping to the Wilmslow Road frontage.

The new Advanced Scanning and Imaging Centre is proposed to occupy the Ground Floor. The first and second floors are proposed to comprise ward accommodation, providing ready space to accommodate the decant of facilities from elsewhere at the Christie in Withington; facilities that are approaching the end of their operational life and do not meet the Applicant's requirements. Patients will visit the site as part of their diagnosis and for those having x-ray radiotherapy. It is a key function of the Christie and the new development is a fundamental part of the Applicant's care offering.

The proposed clinical uses require a significant amount of plant equipment which have been assessed and identified as only suitable to be in a fully enclosed level of plant with further equipment on the roof, appropriately screened. Plant equipment on floor 3 and the roof level have been set-back from the façade edge and fully enclosed and screened to read secondary to the principal elevation.

Consultations & Notification Responses

Local Residents/Members of the Public – Correspondence has been received which raises concerns that the extra accommodation would exacerbate existing parking problems and that insufficient parking spaces would exist once the proposed ward accommodation was operational. Concerns have also been raised about parking charges and the distribution of staff parking passes.

Withington Civic Society – The civic society welcomes the application and the continued investment in the hospital. It does, however, raise concerns about future pick-up and drop-off arrangements which historically have taken place along this frontage, as well as improving and enhancing the pedestrian routes between the hospital and Withington Village.

Ward Councillors – Joint correspondence has been received from Cllrs Wills and Chambers. This the civic society, they too welcome the application and recognise that the existing building looks increasingly tired and outdated, especially in comparison to the newer buildings on the estate and right next to the new Paterson Building.

However, they do believe that this development present an opportunity to enhance the pedestrian routes to Withington Village. In addition, they are mindful that residents on Pytha Fold Road are experiencing ongoing parking issues associated with the hospital and request that expanding the controlled parking zone be investigated as part of this application.

Highway Services – Highways Services have made the following comments:

- The Transport Statement outlines that there will be no material increase in trips to the site given the proposals relate to upgrading the current facilities provided on the wider Christie Hospital Site. Therefore, there is no junction capacity assessment provided in the submitted Transport Statement. Notwithstanding the comments on drop off/pick up activity below, this approach is considered acceptable.

- It is understood that the pedestrian access into the site will be rationalised with a new public realm at the front of the building leading into an atrium for the building. Internal connections will then be provided to the upper floors of the building. Internal connections will also be provided between the building and the adjacent Patterson Building. There will be no new vehicle accesses proposed for the operation of the site. This approach is considered acceptable to Highways.
- There is no formal drop off facilities provided for The Christie on Wilmslow Road. The formal drop-off for all staff, patients and visitors to The Christie is located off Oak Road, approximately 300m walk from the entrance to the exiting building on the Site. The TS outlines that staff are available to assist patients/visitors from the drop off facilities located on Oak Road to the site. There are currently ongoing discussions occurring between The Christie and MCC in relation to the drop off/pick up arrangements for the adjacent hospital facilities along Wilmslow Road. Based on these discussions it is understood that there is currently an element of errant drop off/pick up activity occurring on Wilmslow Road due to the distance from Oak Road to the site. This use of the exiting public realm for drop off/pick up activities is impacting on pedestrian and vehicle safety along Wilmslow Road.
- There is existing car parking provided within the wider hospital site for staff and visitors to the building. As the proposals relate to the re-location of existing facilities within the wider hospital site and there will no material increase in trips as a result of the redevelopment of the site this approach is considered acceptable to Highways.
- An extension of the CPZ to include a wider spatial area was implemented in September 2023. These arrangements are considered acceptable and there is no requirement for any further expansion of this parking scheme at this time.
- As the proposals relate to the re-location of existing services within the wider hospital site there are no proposals to alter the cycle infrastructure provided for the Site This approach is considered acceptable to Highways.
- The Green Travel Plan affirms the Trust's commitment to active and sustainable travel which will promote further reductions in private vehicle uses for the wider Christie campus over the coming years.
- The waste and refuge strategy for the new development will maintain the same procedure and access routes as the current hospital. This approach is considered acceptable to Highways.
- It is recommended that the full implementation of a CMP is conditioned to any approval of the site.

Environmental Health – Suggests the imposition of a number of conditions designed to protect residential amenity and public health.

United Utilities Water PLC – Suggests the imposition of drainage conditions.

Environment Agency – No objection in principle to the proposal and recommend advice is taken from Environmental Health in respect of generic aspects of land contamination management.

Greater Manchester Ecology Unit – Suggests the imposition of conditions concerning vegetation removal and the provision of bio-enhancements.

Policies

The National Planning Policy Framework (September 2023) – The National Planning Policy Framework 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 National Planning Policy Framework 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 means:

c) approving development proposals that accord with an up-to-date development plan without delay; or
d) 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. 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 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

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 189 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 . 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 194 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 200 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 201 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 202 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 203 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 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.

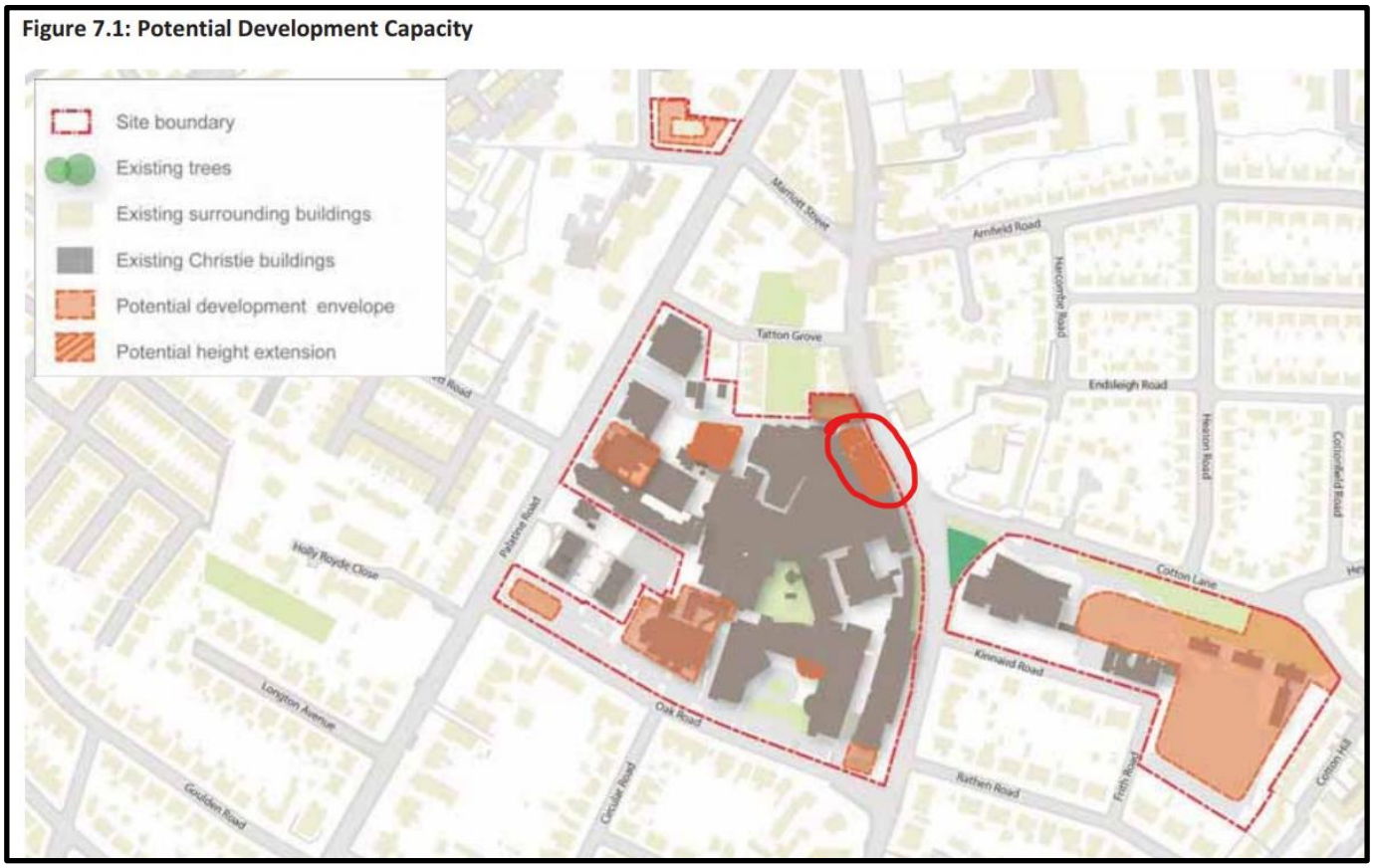
Section 6 outlines the strategic aspirations of The Christie and details the evolving service models, one of which is research. The SPF states that The Christie has a "*desire to continue building the research base on site to ensure alignment with clinical practice, thereby supporting prompt take up."*

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 forms part of the application site:

Figure 7.1: Potential Development Capacity



Section 8, *Development Framework*, has identified a number of principal development zones, one of which is the Wilmslow Road frontage. The SRF states that the site has

> *"…clear development potential and permanent buildings will be required to replace the existing temporary accommodation. The important issues here are presenting a strong frontage to the very visible main road frontage and preserving residential amenity and the character of the Conservation Area to the rear. A stand-alone building of up to three storeys will be appropriate, representing a step-down in height from the main Christie frontage to the two-storey shops on the northern side. The existing original boundary treatment of railings and a brick wall should be retained if possible."*

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

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

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

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

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

Issues

Principle of the Proposal – The Christie is a pioneer in cancer treatment, research and education in the UK and globally. The work undertaken is of critical importance and has driven more efficient treatments and more effective approaches to the prevention and early detection of cancer. Ultimately, this means that patients in Greater Manchester and the wider Region are able to access the latest and most effective treatments, in addition to new experimental treatments.

The Christie acknowledges that to deliver high quality patient experience and maintain their reputation for providing world class facilities and treatments, they must invest in improvements to obsolete parts of their estate. The existing building is not fit for purpose as existing or through adaption and requires significant 'backlog' maintenance.

The proposed development seeks to deliver accommodation to meet the current and future functional needs of the Christie and to improve operational sustainability across their estate supporting the drive to net zero carbon. It comprises a new Advanced Scanning and Imaging Centre and associated clinical facilities. This is a relocation of the existing imaging unit which does not currently meet the Christie's patient experience requirements in relation to patient flows, is not suitable for the latest imaging equipment, quality of the environment or patient privacy and dignity.

Relocating the facility will provide critical links to clinical services and medical experts located within the Paterson Building and the adjacent hospital buildings, which will further contribute to improved patient experience and overall outcomes. The proposal will not create any material additional volume of patients and staff on the main Withington site and will not therefore lead to any material net increase in traffic and parking at the Christie.

Given the above, the principle of the proposal is considered acceptable. Notwithstanding this, it is recognised that the building is larger than the existing in scale and this impact, along the potential impact from additional traffic, will be discussed below.

Design – The building has been designed to ensure that the 3 storeys on the Wilmslow Road frontage are read as the primary elevation, with the plant level and screening above being read as secondary as it is set back from the front façade.

The ground floor would consist of large areas of glazing with bronze effect linear anodised aluminium cladding, while the 1st and 2nd floors would consist of a buff brick frame in which are sat aluminium fins between a continuous cills and header of cladding. These fins provide both solar shading and create bays, a nod to the feature of several of the larger residential properties seen along this stretch of Wilmslow Road.

The 5 storey element at the northern end of the building would be constructed from a mix of glazing, anodised vertical fin of aluminium and matching aluminium panels.

The plant levels would be constructed from a much lighter cladding system so as not to compete with the main facade system.

Overall, the design of the building, which can be seen below, is considered acceptable and would complement the adjoining Paterson Building.





Disabled Access – As would be expected for a building of this nature, the proposal would be fully accessible and compliant with the relevant DDA legislation.

Scale – The proposed development would provide three storeys of occupiable space (ground flood scanning and future ward accommodation on the 1st and 2nd floors), with the enclosed plant floor and open plant floors above. To mitigate the visual impact of the proposed 4th and 5th floors (plant floors) they are to be set back from the main façade and have been designed to be secondary to the main elevation. The proposal continues the scale of the adjacent three-storey elevation of the Paterson Building and would create a consistent scale along Wilmslow Road, whilst the five-storey stair core provides an architectural bookend at the northern end of the site. Overall, the scale of the proposal is considered acceptable.

Visual Amenity – Given the scale and design of the development, as well as the public realm works proposed to the Wilmslow Road frontage, it is not considered that the proposal would have a detrimental impact upon the current levels of visual amenity enjoyed along this stretch of Wilmslow Road.

Noise and Vibration – The proposal includes levels of plant space above the principle three-storey elevation. This includes a fully enclosed level of plant equipment, which would be suitably acoustically insulated. Further plant equipment on the roof would also be insulated with acoustic screening to mitigate against any impact on the existing and proposed uses at the Christie and the nearest residential properties. The submitted noise 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.

In respect of vehicle related noise issues, the proposal comprise replacement accommodation and would not materially impact the volume of patients visiting the Christie site. As such, there would be no envisaged increases in traffic and parking at the Christie because of this proposal. Therefore, no greater than negligible operational traffic noise impacts are anticipated as a result of this development.

It is inevitable that the construction process would generate noise. However, with active management through the approval of a Construction Management Plan (CMP), e.g. hours of operation and types of equipment used, any impact should be minimised.

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.

Residential Amenity – Given the orientation of the proposed building and the separation distances between it and the nearest dwellings, along with the proposed acoustic insulation scheme, it is not considered that the proposal would have a detrimental impact upon the existing levels of residential amenity enjoyed within the vicinity of the site.

Traffic Generation and Car Parking – As the proposal comprises replacement accommodation it is not considered that the development would materially impact the volume of patients visiting the Christie. As such, there would be no envisaged increases in traffic and parking as a result of the proposal.

Notwithstanding this, the tensions surrounding staff, visitors and patients parking on nearby streets and from the volume of traffic that the Christie 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. Concerns have been raised about parking issues on Pytha Fold Road and while Highway Services do not feel that this proposal justifies expansion of the CPZ, the Christie have stated their willingness to investigate extending it to Pytha Fold Road to ease parking issues on that road. While this is welcomed it should be noted that this would take place outside of the planning process.

Patient Drop Off – Concerns have been raised about the frequency patients are dropped off at the Wilmslow Road frontage, rather than the designated area off Oak Road. It is recognised that this has been an issue in the past and has the potential to impact pedestrian and highway safety.

The Christie are in dialogue with Highway Services on how best to deliver an improved and therefore safer drop-off area along the Wilmslow Road frontage. Given the timescales involved it has not been possible to tie its delivery with the construction of the proposed building.

Pedestrian and Highway Safety – As the proposal is for replacement accommodation it is recognised that it would not generate significant increases in traffic coming to and from the Christie wider site. Given this and the plans to introduce a proper drop-off facility on Wilmslow Road, it is not considered that the proposal would have a detrimental impact upon the existing levels of pedestrian and highway safety enjoyed along this section of Wilmslow Road.

Pedestrian Routes to Withington Village – The applicant has been informed of the concerns of local councillors and the civic society and asked to investigate what can be done to improve links to the district centre. It is not considered appropriate to tie in delivery of any improvements to this application.

Air Quality – The impact from dust during construction 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 Management Plan (CMP). There would be some impacts from construction vehicles but this would only be of a temporary nature and implementation of a CMP, e.g. prevention of vehicle idling, would assist in reducing any impact.

As no net changes in vehicle movements to and from the wider Christie estate is forecast as a result of the proposal it is not anticipated that the operational phase of the proposal would have a significant impact on air quality.

The energy strategy for the proposed is all electric, utilising zero emission technologies with no combustion sources. It is proposed that energy will be delivered by a combination of Air Source Heat Pumps (ASHP) located at roof level and Water-to-Water Heat Pumps (WWHP) located in the Level 3 plantroom. There will be two 2,500 kVA backup generators installed upon the roof of the building, which will be routinely operational for testing purposes for one hour per month. As no combustion sources are proposed for the primary energy supply for the proposal, no local air quality impacts are anticipated.

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, 35 and 110 metres respectively to the south of the Withington Conservation Area and the Grade II listed Red Lion PH.

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.

Withington Conservation Area – The nearest part of this conservation area to the site is Tatton Grove. The existing building is visible from Tatton Grove, though views are filtered by trees. The proposal would be taller than the existing building, 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.

The submitted Heritage Statement assessed the impact from two key heritage viewpoints from the north. It concludes that while some impact is expected, the impact is assessed as having less than substantial harm. As such Paragraph 202 of the NPPF is triggered, which states that where a development would 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. The public benefits are summarised below:

- The existing building is not fit for purpose as existing or through adaption and requires significant 'backlog' maintenance. The proposal seeks to deliver accommodation to meet the current and future functional needs of the Christie and to improve operational sustainability across their estate supporting the drive to net zero carbon.
- It will enable improvements to the function and offering at the Christie through the delivery of a new Advanced Scanning and Imaging Centre and associated clinical facilities. Relocating the facility will provide critical links to clinical services and medical experts located within the Paterson Building and the adjacent hospital buildings, which will further contribute to improved patient experience and overall outcomes.
- A key design intention of the proposed development is to deliver a design which is inclusive and ensures that all patients and staff can move effectively around the site. This is particularly pertinent considering the nature of the proposed clinical use as a new Advanced Scanning and Imaging Centre.
- The proposal includes an area of public realm fronting onto Wilmslow Road. It includes the relocation of 7 out of 8 existing trees and the planting of 17 new trees, significantly improving the tree cover on-site and in the local area and delivering a biodiversity net gain of 21.47% at the Christie.
- The proposal provides a distinctive design that adds interest to Wilmslow Road and uses high-quality and durable materials. It would continue to enhance the regeneration of this area, thereby making a positive contribution to the overall local character.

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 the NPPF, any harm caused would be less than substantial and would be outweighed by the public benefits of the scheme listed above. As such it is considered that the proposal would meet the requirements set out in the NPPF.

Daylight, Sunlight, Overshadowing and Light Pollution – The nearest buildings to the site comprise the Withington Health Centre and the Manchester Muslim Preparatory School, approximately 30 and 60 metres away respectively from the northern extent of the proposed building. Given these distances it is not considered that the development would impact on the existing levels of sunlight, daylight or overshadowing experienced within the curtilage of these sites. In addition, it is acknowledged that there are no windows of any nearby residential properties that would be affected by the replacement building.

Overall, the distance to the closest sensitive receptors means that there is not expected to be any material impact on the daylight, sunlight or overshadowing within the adjoining area resulting from the proposal.

Ground Conditions – A Geotechnical and Geo-environmental Desk Study has been conducted for the site using historical maps and previous adjacent ground investigations. The study indicates that there are no contamination sources of potential significance that are likely to be present. However, it is recommended that cable percussion boreholes with rotary follow-on be undertaken on-site to fully determine the stratigraphy and characteristics of the strata, including the depth to sandstone bedrock. It is proposed to initially undertake this investigation in the verge/pavement along Wilmslow Road. Groundwater and ground gas monitoring installations are also recommended.

This approach is considered acceptable and would be subject to conditions.

Drainage and Flood Risk – It is proposed that the foul water would discharge to the 450mm diameter public combined sewer within Wilmslow Road located to the east of the proposed development at an unrestricted rate, as per the existing scenario. With regards to surface water drainage, it is proposed that the proposal would also drain into the above sewer. A pre-development enquiry was submitted to United Utilities, who requested that any agreed rate does not exceed 5l/s. An assessment has therefore been undertaken to determine the necessary attenuation volume for the proposed development, aiding in the evaluation of a suitable sustainable drainage system.

The exact configuration and nature of the drainage is to be determined at the detailed design stage and agreed through the discharge of a planning conditions prior to the commencement of development. United Utilities have no objection to this and have suggested the imposition of a number of appropriately worded conditions.

Sustainability – The development has been designed in accordance with all relevant national and local policy and aims to achieve the following additional sustainability targets:

- BREEAM rating of *Excellent*.
- Currently forecasts up to a 2.70% reduction in CO_2 emissions beyond the Building Regulations Part L 2021.

Overall, this level of provision is considered acceptable.

Impact upon TV Reception – A Television and Radio Reception Impact Assessment has been undertaken by GTech Surveys Limited to determine the potential effects on the local reception of television and radio broadcast services from the proposal.

The assessment found that the proposal is not expected to cause any interference to the reception of digital satellite television services. In addition, it is unlikely to adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode VHF(FM) radio signals.

It acknowledges that the proposal may cause some minor disruption to the reception of Digital Terrestrial Television(DTT) services in areas to the immediate southeast of the site. In this area, the massing and final built form of the replacement building could reduce signal propagation, resulting in interference. Antenna betterment should restore DTT reception if interference occurs.

Given this, it is felt prudent to attach a condition to any approval granted which states that, where television signal reception problems are identified within a set time period, a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception.

Ecology – The site is of negligible ecological importance given the presence of the existing buildings. Notwithstanding this, there is a small area of landscaping along Wilmslow Road, which includes trees, planters and shrubbery.

The submitted ecology survey has confirmed that no bat roosts were recorded during the initial ground-level assessment of the building and the built structures are considered generally unsuitable for bats and as a result no further surveys are required. It did however, identify that there is potential for birds to nest within the areas of scrub and scattered trees within the site.

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 – Greater Manchester Archaeological Advisory Service (GMAAS) were consulted prior to the submission of the application to request their feedback on the potential for impacts on this site as a result of the proposal. They have confirmed upon checking their records that there is no archaeological interest at the site and an archaeological assessment is not required in support of the planning application. It concluded that further consideration of archaeological matters is not required. This approach is considered acceptable.

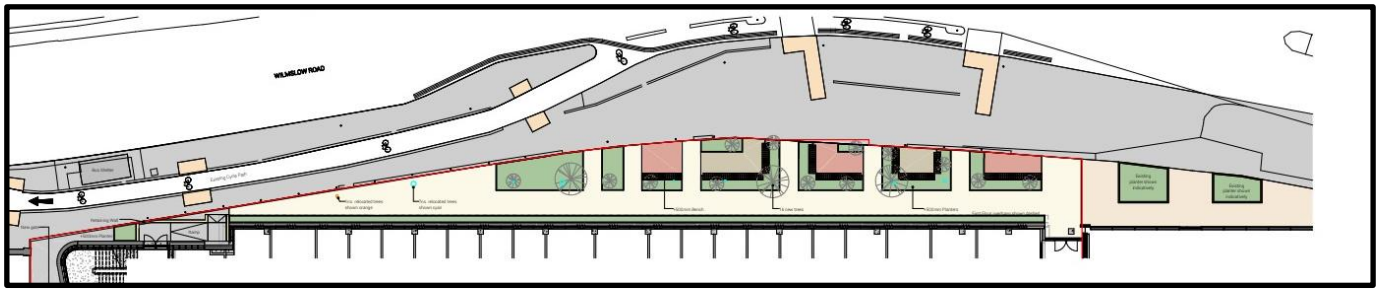
Trees – There are 8 trees within the curtilage of the site:

- 2 x Category B (moderate arboricultural value)
- 6 x Category C (low arboricultural value)

As it would not be possible to construct the new building and retain the trees in-situ, the applicant is proposing to relocate 7 of the trees to the opposite side of Wilmslow Road. The remaining tree has evidence of disease and uplift so is not worthy of retention/relocation.

To compensate for their loss the applicant is proposing to plant 17 replacements trees, 16 within the application site (along the Wilmslow Road frontage) and one to the east of the multi-storey car park off Cotton Lane. The 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. The landscaping scheme, which includes 16 trees along the frontage, has been designed to create a visual connection and environment between the external areas and the building. Street furniture, lighting and planting will be carefully positioned to ensure an uncluttered space with the landscape. Ornamental planting including low specimen shrubs, ground cover, grasses and flowering perennials would 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.



Overall, the proposed landscaping scheme is considered acceptable.

Security – The proposal would operate within the same standard security measures that are currently implemented at the Christie, ensuring that the hospital continues to maintain a high level of safety and security. The planning application was accompanied by a Security Needs Assessment prepared by Greater Manchester Police. This indicates that the proposed development has many positive features that would reduce the potential for crime and anti-social behaviour, as well as provide an active frontage onto Wilmslow Road. The imposition of an appropriately worded condition requiring Secured by Design accreditation is suggested is this instance.

Cycle Storage – Existing cycle storage facilities would not be impacted by the proposal and this is welcomed.

Waste Management – The submitted waste management strategy proposes that waste is segregated at source into refuse, dry mixed recycling, cardboard packaging, clinical waste, and food waste. It also reminds us that storage and collection of waste at the Christie is undertaken for the estate as a whole at the Christie's central storage compound. The supporting documentation confirms that there is adequate provision for the storage of waste from the proposal at the Christie and suitable arrangement are in place for the recycling of waste in accordance with guidance. This provision is considered to be acceptable.

Other Legislative Requirements

Equality Act 2010 – Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 a right to a fair hearing and to this end the local planning authority 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 polices of the Unitary Development Plan, the Director 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 recommendation given 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: Approve

Article 35 Declaration

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

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

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents received on 10 October 2023:

1)	DAY-XX-ZZ-DR-A-090000-P02	Existing Level 00 - Topo Survey
2)	DAY-XX-ZZ-DR-A-090001-P03	Site Location Plan
3)	DAY-XX-ZZ-DR-A-090002-P03	Existing Site Plan
4)	DAY-XX-ZZ-DR-A-090003-P03	Proposed Site Plan
5)	DAY-XX-B1-DR-A-090019-P02	Proposed Level -01 - Basement Plan
6)	DAY-XX-00-DR-A-090020-P02	Proposed Level 00 - Ground Floor Plan
7)	DAY-XX-01-DR-A-090021-P02	Proposed Level 01 - First Floor Plan
8)	DAY-XX-02-DR-A-090022-P02	Proposed Level 02 - Second Floor Plan
9)	DAY-XX-03-DR-A-090023-P02	Proposed Level 03 - Third Floor Plan
10)	DAY-XX-04-DR-A-090024-P02	Proposed Level 04 - Fourth Floor Plan
11)	DAY-XX-ZZ-DR-A-090025-P02	Proposed Roof Plan
12)	DAY-XX-ZZ-DR-A-090026-P02	Proposed Elevations - Sheet 1
13)	DAY-XX-ZZ-DR-A-090027-P02	Proposed Elevations - Sheet 2
14)	DAY-XX-ZZ-DR-A-090028-P02	Proposed Elevations 1.20 - Wilmslow Road
15)	DAY-XX-ZZ-DR-A-090029-P02	Proposed Sectional Design Intent - Wilmslow Road Elevation
16)	DAY-XX-ZZ-DR-A-090030-P02	Proposed 1-100 Sections - Sheet 1
17)	DAY-XX-ZZ-DR-A-090031-P02	Proposed 1-100 Sections - Sheet 2
18)	DAY-XX-ZZ-DR-A-090032-P02	Proposed 1-100 Sections - Sheet 3
19)	DAY-XX-ZZ-DR-A-090033-P02	Proposed Gross External Area Plan - All Floors
20)	DAY-XX-ZZ-DR-A-090034-P02	Proposed Gross Internal Area Plan - All Floors
21)	DAY-XX-00-DR-A-090035-P03	Proposed Refuse Storage & Collection Strategy
22)	DAY-XX-00-DR-A-090036-P03	Proposed Landscape & Existing Utilities Overlay

23) DAY-XX-ZZ-DR-A-090037-P03 Proposed Landscape Scheme Plan
24) DAY-XX-ZZ-DR-A-090038-P02 Proposed Net Internal Area Plan
25) CASICD-HLEA-XX-XX-DR-E-708001-P02 Indicative External Lighting Strategy
26) Design and Access Statement, prepared by DAY Architectural Ltd;
27) Outline Demolition and Construction Management Plan (Outline DCMP), prepared by IHP;
28) Environmental Standards Statement, prepared by Hoare Lea;
29) Energy Statement, prepared by Hoare Lea;
30) Blue and Green Infrastructure Statement, prepared by Deloitte LLP;
31) Heritage Statement, prepared by Deloitte LLP;
32) Transport Statement, prepared by WSP;
33) Travel Plan, prepared by WSP;
34) Waste Management and Servicing Strategy, Waste Proforma prepared by WSP;
35) Local Employment and Benefits Proposal (Construction Phase Only), prepared by the IHP;
36) Security Needs Assessment, prepared by GMP;
37) Geotechnical and Geoenvironmental Desk Study, prepared by Mott MacDonald;
38) Air Quality Assessment, prepared by Hoare Lea;
39) Outline Drainage Strategy, prepared Mott MacDonald;
40) Planning Noise Report, prepared by Sandy Brown;
41) Ecological Impact Assessment, including a Biodiversity Net Gain Assessment, prepared by Tyler Grange;
42) Arboricultural Impact Assessment, prepared by Tyler Grange;
43) TV Reception Survey, prepared by GTech Surveys Limited;

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) Notwithstanding the details submitted with the application, prior to the commencement of above ground works, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. Samples and specifications of all materials to be used on all external elevations of the development shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. 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) a) The measures for investigating the site identified in the Geo Technical and Geo Environmental Phase I desk study (Mott MacDonald), received on 10 October 2023, shall be carried out before construction commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) shall be submitted to and approved in writing by the City Council as local planning authority. When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy.

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

b) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to and be approved 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) The development shall be carried out in accordance with the Securing Needs Assessment (Design for Security, GMP), received by the City Council as Local Planning Authority on the 10 October 2023. The development shall only be carried out in accordance with these approved details. Within three months of the first occupation of the development hereby, the Council as local planning authority shall 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.

6) No development, apart from demolition works, shall take place until surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards 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.

7) 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:

1) Verification report providing photographic evidence of construction as per design drawings;
2) As built construction drawings if different from design construction drawings;
3) 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.

8) Prior to the first occupation of the building an external lighting strategy for the building and areas of public realm, based on the Indicative External Lighting Strategy (ref: CASICD-HLEA-XX-XX-DR-E-708001 P02) received on 10 October 2023, shall be submitted to the City Council for their written approval and implemented and maintained in accordance with the approved details thereafter. The external lighting strategy shall be designed in accordance with the Institute Lighting Professionals Guidance (2011).

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

9) All externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with the recommendations of the Noise Report (Sandy Brown. ref: 023581-R01-B) received on 10 October 2023.

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

10) Prior to the occupation of the development hereby approved, a timetable for the testing of any emergency generator associated with the development 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.

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

0730hrs to 2000hrs, Mondays to Saturdays,
10:00 to 18:00 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.

12) 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 Television and Radio Reception Impact Assessment study of the existing television signal within the potential impact area (as previously identified in the GTech Surveys Limited - Television and Radio Reception Impact Assessment, received on 10 October 2023) to be undertaken and compared with the Assessment study undertaken in 2023. 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.

13) 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.

14) Prior to the commencement of the development hereby approved, a method statement for the translocation of the trees referenced in the Arboricultural Impact Assessment (Tyler Grange), received on 10 October 2023, shall be submitted to and be approved by the City Council as Local Planning Authority. The translocation shall then be undertaken in accordance with the approved method statement within an agreed timeframe.

Reason - In the interests of visual amenity and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

15) 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), based on drawing no. CASICD-DAY-XX-ZZ-DR-A-090037 P03, received on 10 October 2023, 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.

16) A scheme for the Biodiversity Enhancement Measures, as set out in section 3 of the Ecological Impact Assessment (Tyler Grange ref: TG Report No. 16076_R03b_AS) received on 10 October 2023, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development, or in accordance with an agreed phasing plan 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.

17) No development shall commence until a final Demolition and Construction Management Plan (DCMP) with detailed method statements of construction, including details of the 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 City Council as Local Planning Authority. The DCMP shall be based upon the Outline Demolition and Construction Management Plan (IHP Rev 02) received on 10 October 2023 and shall provide:

1) A construction programme including phasing of works;
2) 24 hour emergency contact number;

3) Expected number and type of vehicles accessing the site: Deliveries, waste, cranes, equipment, plant, works, visitors; Size of construction vehicles; The use of a consolidation operation or scheme for the delivery of materials and goods; Phasing of works;
4) Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
5) Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
6) Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
7) Locations for storage of plant/waste/construction materials;
8) Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
9) Arrangements to receive abnormal loads or unusually large vehicles;
10) Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
11) Any necessary temporary traffic management measures;
12) Measures to protect vulnerable road users (cyclists and pedestrians);
13) Arrangements for temporary facilities for any bus stops or routes;
14) Method of preventing mud being carried onto the highway;
15) Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

The development hereby approved shall be constructed in accordance with the final CEMP, unless otherwise agreed in writing by the City Council.

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.

18) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy and associated documents, received on 10 October 2023 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

19) a) Construction works shall be implemented in accordance with the Local Labour Construction template received on 10 October 2023.

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy.

Informatives

1) Informative for Condition No. 6 - In order to discharge the drainage condition the following additional information has to be provided:

- A finalised drainage layout (limited to 5l/s maximum) showing all components, outfalls, levels and connectivity;

- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;

- A feasibility assessment and engineering details of the Green / Blue Roof;

- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

- Evidence from an appointed structural engineer, that the proposed works / demolition will not impact the structural integrity of the existing 1280mm x 900mm culvert within close proximity to the works;

- Hydraulic calculation of the proposed drainage system, including all engineering parameters;

- Construction details of flow control and SuDS elements.

2) Shaw Brook Culvert - MCC records highlight that the underground Shaw Brook culvert (1280mm x 900mm) is located within close proximity to the site (approximately 50m to the west of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

The developer can request MCC asset records for this location via the following link: https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=llfa.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Environment Agency

Transport For Greater Manchester
Greater Manchester Ecology Unit
Withington Civic Society

Flat 2, 563 Wilmslow Road, Manchester, M20 4GJ
Paterson Laboratories, Wilmslow Road, Manchester, M20 2RY
565 Wilmslow Road, Manchester, M20 3QH
12 Chatterton Close, Manchester, M20 4HX
Flat 2, 531A Wilmslow Road, Manchester, M20 4BA
525A Wilmslow Road, Manchester, M20 4BA
1A Cotton Lane, Manchester, M20 4GL
1 Rathen Road, Manchester, M20 4QJ
2 Rathen Road, Manchester, M20 4GH
17 Rathen Road, Manchester, M20 4QJ
1C Cotton Lane, Manchester, M20 4GL
527A Wilmslow Road, Manchester, M20 4BA
534 Wilmslow Road, Manchester, M20 4BY
536 Wilmslow Road, Manchester, M20 4BY
540 Wilmslow Road, Manchester, M20 4BY
Top Flat, 540 Wilmslow Road, Manchester, M20 4BY
8 Rathen Road, Manchester, M20 4GH
Flat 5, 567 Wilmslow Road, Manchester, M20 3QH
Flat 2, 567 Wilmslow Road, Manchester, M20 3QH
Flat 4, 567 Wilmslow Road, Manchester, M20 3QH
Christie Hospital, Wilmslow Road, Manchester, M20 9BX
Flat 8, Ferncrest, 557 Wilmslow Road, Manchester, M20 4GJ
Flat 1, Ferncrest, 557 Wilmslow Road, Manchester, M20 4GJ
Flat 15, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
Flat 9, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
6 Kinnaird Road, Manchester, M20 4QL
Flat 4, 531A Wilmslow Road, Manchester, M20 4BA
6 Tatton View, Manchester, M20 4BU
4 Arnfield Road, Manchester, M20 4AX
567 Wilmslow Road, Manchester, M20 3QH
Flat 4, 563 Wilmslow Road, Manchester, M20 4GJ
16 Rathen Road, Manchester, M20 4GH
15 Rathen Road, Manchester, M20 4QJ
6 Chatterton Close, Manchester, M20 4HX
5 Chatterton Close, Manchester, M20 4HX
28 Harcombe Road, Manchester, M20 4AT
1D Cotton Lane, Manchester, M20 4GL
Flat 4, Ferncrest, 557 Wilmslow Road, Manchester, M20 4GJ
Flat 7, Ferncrest, 557 Wilmslow Road, Manchester, M20 4GJ
Flat 18, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
Flat 16, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
Flat 5, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
538 Wilmslow Road, Manchester, M20 4BY
509 Wilmslow Road, Manchester, M20 4BA
8 Ferngate Drive, Manchester, M20 4AH
9 Ferngate Drive, Manchester, M20 4AH
6 Verity Close, Manchester, M20 4AU
Flat 6, 567 Wilmslow Road, Manchester, M20 3QH
Flat 5, 10 Rathen Road, Manchester, M20 4GH
5 Rathen Road, Manchester, M20 4QJ

6 Rathen Road, Manchester, M20 4GH
21 Rathen Road, Manchester, M20 4QJ
8 Chatterton Close, Manchester, M20 4HX
1G Cotton Lane, Manchester, M20 4GL
Flat 3, Ferncrest, 557 Wilmslow Road, Manchester, M20 4GJ
Flat 17, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
Flat 6, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
Flat 1, 8 Kinnaird Road, Manchester, M20 4QL
8 Tatton View, Manchester, M20 4BU
10 Tatton View, Manchester, M20 4BU
12 Tatton View, Manchester, M20 4BU
521 Wilmslow Road, Manchester, M20 4BA
531 Wilmslow Road, Manchester, M20 4BA
8 Arnfield Road, Manchester, M20 4AX
2 Ferngate Drive, Manchester, M20 4AH
Flat 1, 10 Rathen Road, Manchester, M20 4GH
9 Rathen Road, Manchester, M20 4QJ
Rear First Floor Flat, 3 Rathen Road, Manchester, M20 4QJ
Flat 1, 563 Wilmslow Road, Manchester, M20 4GJ
Flat 7, 563 Wilmslow Road, Manchester, M20 4GJ
14 Rathen Road, Manchester, M20 4GH
Flat 3, 8 Kinnaird Road, Manchester, M20 4QL
529 Wilmslow Road, Manchester, M20 4BA
523 Wilmslow Road, Manchester, M20 4BA
511 Wilmslow Road, Manchester, M20 4BA
Top Flat, 3 Rathen Road, Manchester, M20 4QJ
Ground Floor Flat, 3 Rathen Road, Manchester, M20 4QJ
Flat 3, 10 Rathen Road, Manchester, M20 4GH
Flat 3, 531A Wilmslow Road, Manchester, M20 4BA
Flat 6, 10 Rathen Road, Manchester, M20 4GH
10 Tatton Grove, Manchester, M20 4BP
Flat Above, 534 Wilmslow Road, Manchester, M20 4BY
Flat 1, 567 Wilmslow Road, Manchester, M20 3QH
Flat 3, 567 Wilmslow Road, Manchester, M20 3QH
519A Wilmslow Road, Manchester, M20 4BA
Flat At, Red Lion Hotel, 532 Wilmslow Road, Manchester, M20 4BT
4 Rathen Road, Manchester, M20 4GH
10 Rathen Road, Manchester, M20 4GH
4 Tatton View, Manchester, M20 4BU
Ground Floor, 509 Wilmslow Road, Manchester, M20 4BA
513 Wilmslow Road, Manchester, M20 4BA
527 Wilmslow Road, Manchester, M20 4BA
523A Wilmslow Road, Manchester, M20 4BA
12 Verity Close, Manchester, M20 4AU
10 Verity Close, Manchester, M20 4AU
14 Verity Close, Manchester, M20 4AU
16 Verity Close, Manchester, M20 4AU
Withington Community Clinic, 535 Wilmslow Road, Manchester, M20 4BA
Front First Floor Flat, 3 Rathen Road, Manchester, M20 4QJ
Flat 1A, 10 Rathen Road, Manchester, M20 4GH
Flat 4, 10 Rathen Road, Manchester, M20 4GH
Flat 7, 10 Rathen Road, Manchester, M20 4GH
Flat 2, 10 Rathen Road, Manchester, M20 4GH
Flat 8, 10 Rathen Road, Manchester, M20 4GH

30 Harcombe Road, Manchester, M20 4AT
2 Verity Close, Manchester, M20 4AU
26 Harcombe Road, Manchester, M20 4AT
4 Chatterton Close, Manchester, M20 4HX
10 Chatterton Close, Manchester, M20 4HX
1B Cotton Lane, Manchester, M20 4GL
Flat 10, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
Flat 1, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
Flat 12, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
Flat 11, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
9 Chatterton Close, Manchester, M20 4HX
Flat 2, 8 Kinnaird Road, Manchester, M20 4QL
8 Verity Close, Manchester, M20 4AU
2 Tatton View, Manchester, M20 4BU
Flat 1, 531A Wilmslow Road, Manchester, M20 4BA
517 Wilmslow Road, Manchester, M20 4BA
515 Wilmslow Road, Manchester, M20 4BA
Flat 3, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
509A Wilmslow Road, Manchester, M20 4BA
519 Wilmslow Road, Manchester, M20 4BA
14 Tatton View, Manchester, M20 4BU
16 Tatton View, Manchester, M20 4BU
6 Arnfield Road, Manchester, M20 4AX
10 Ferngate Drive, Manchester, M20 4AH
4 Ferngate Drive, Manchester, M20 4AH
11A Rathen Road, Manchester, M20 4QJ
7 Rathen Road, Manchester, M20 4QJ
3 Cotton Lane, Manchester, M20 4GL
18 Rathen Road, Manchester, M20 4GH
1 Cotton Lane, Manchester, M20 4GL
2 Chatterton Close, Manchester, M20 4HX
1J Cotton Lane, Manchester, M20 4GL
1H Cotton Lane, Manchester, M20 4GL
3 Chatterton Close, Manchester, M20 4HX
7 Chatterton Close, Manchester, M20 4HX
1F Cotton Lane, Manchester, M20 4GL
1 Chatterton Close, Manchester, M20 4HX
20 Harcombe Road, Manchester, M20 4AT
24 Harcombe Road, Manchester, M20 4AT
4 Verity Close, Manchester, M20 4AU
22 Harcombe Road, Manchester, M20 4AT
32 Harcombe Road, Manchester, M20 4AT
34 Harcombe Road, Manchester, M20 4AT
11 Chatterton Close, Manchester, M20 4HX
1E Cotton Lane, Manchester, M20 4GL
Manchester Muslim Prep School, 551 Wilmslow Road, Manchester, M20 4BA
Red Lion Hotel, 532 Wilmslow Road, Manchester, M20 4BT
Manchester Cancer Research Centre, 555 Wilmslow Road, Manchester, M20 4GJ
Flat 5, Ferncrest, 557 Wilmslow Road, Manchester, M20 4GJ
Flat 5, 563 Wilmslow Road, Manchester, M20 4GJ
Flat 2, Ferncrest, 557 Wilmslow Road, Manchester, M20 4GJ
Flat 6, Ferncrest, 557 Wilmslow Road, Manchester, M20 4GJ
Flat 3, 563 Wilmslow Road, Manchester, M20 4GJ
Flat 9, Ferncrest, 557 Wilmslow Road, Manchester, M20 4GJ

Flat 6, 563 Wilmslow Road, Manchester, M20 4GJ
Flat 8, 563 Wilmslow Road, Manchester, M20 4GJ
Flat 10, Ferncrest, 557 Wilmslow Road, Manchester, M20 4GJ
Flat 8, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
Flat 2, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
Flat 14, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
Flat 7, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
Flat 4, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
Flat 13, 559 - 561 Wilmslow Road, Manchester, M20 4GJ
11 Rathen Road, Manchester, M20 4QJ
19 Rathen Road, Manchester, M20 4QJ
10 Kinnaird Road, Manchester, M20 4QL
12 Kinnaird Road, Manchester, M20 4QL
2 Kinnaird Road, Manchester, M20 4QL
4 Kinnaird Road, Manchester, M20 4QL
20 Tatton Grove, Manchester, M20 4BP
12 Rathen Road, Manchester, M20 4GH
542 Wilmslow Road, Manchester, M20 4BY
525 Wilmslow Road, Manchester, M20 4BA
6 Ferngate Drive, Manchester, M20 4AH
533 Wilmslow Road, Manchester, M20 4BA

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA