

**Frequently Asked Questions: Demolition Project and Minor Works**

Question	Answer
<b>The Demolition Project</b>	
<p>What is happening with the fire-damaged Paterson building?</p>	<p>In 2018, The University of Manchester, Cancer Research UK and The Christie, announced plans for the future of the Paterson building site at The Christie on Wilmslow Road, Withington. This was following a devastating fire in 2017.</p> <p>Following the fire, a review was undertaken to fully assess the damage caused to the building and consider the future of the site. There is an urgent need to demolish and redevelop the building to continue our leading research in to the acceleration of cancer treatment.</p>
<p>Why can't the building be repaired?</p>	<p>The Christie has concluded that it is not appropriate to leave the fire-damaged building in its current state.</p> <p>There is a pressing need to commence demolition of the Paterson building to prevent further deterioration in its condition over the winter months and minimise unnecessary maintenance costs, health and safety risks and security vulnerabilities.</p> <p>In addition, it costs The Christie significant sums to maintain the fire-damaged building and such was the damage to the building that we had to relocate our staff to various sites across Greater Manchester and Cheshire.</p>
<p>Why do we need to act quickly?</p>	<p>We know that by having doctors, nurses, researchers and scientists all working together in one building accelerates the development of cancer research through to patient care.</p> <p>We need to act quickly to bring our staff back to Withington to enable them to develop new treatments faster, meaning better outcomes for our patients.</p>

<p>What does the Demolition Project include?</p>	<p>The Demolition Project comprises the demolition of the fire-damaged Paterson building. The proposed demolition works will also involve some minor works to reinstate the elevations of those buildings adjacent to the Paterson building which will be retained but disturbed during the demolition process, and to install temporary staircases to maintain access to the retained buildings.</p> <p>The Demolition Project will also require the formation of temporary access / egress points onto Wilmslow Road and an existing internal access road for construction vehicles, and the establishment of a construction compound adjacent to Oak Road for the duration of the Demolition Project.</p>
<p>When will we find out more about the future plans?</p>	<p>At this stage, it is too early to know what the form and nature of the redevelopment proposals may be.</p> <p>In due course proposals will emerge and we intend to share our thoughts about the redevelopment of the site during a period of public consultation. This is likely to take place in early 2019.</p>
<p><b>Planning Applications</b></p>	
<p>What have you submitted to Manchester City Council?</p>	<p>The prior approval and minor works applications include all information relating to design, access, materials and demolition method. The information submitted is available to view on Manchester City Council's website and have allowed MCC to issue their positive decisions on both the demolition and minor works application.</p>

<p>What do the two applications include?</p>	<p>The following two applications have been approved by Manchester City Council:</p> <ul style="list-style-type: none"> <li>• <b>Prior Approval Application</b> - An application for the 'prior approval' of the proposed method of demolition and the proposed restoration of the site (as required by Part 11, Class B of the Town and Country Planning (General Permitted Development) Order 2015); and</li> <li>• <b>Minor Works Planning Application</b> - An application for full planning permission to reinstate elevations on the retained adjacent buildings, to provide replacement temporary fire escape facilities, the formation of temporary vehicular access / egress points onto Wilmslow Road and an existing internal access road and to establish a construction compound for the duration of the Demolition Project.</li> </ul>
<p>What about potential environmental effects of the Demolition Project?</p>	<p>An Environmental Impact Assessment Screening Report was submitted as part of the suite of application documents. This report demonstrates that the works are not likely to give rise to any significant effects, which takes account of the Demolition Method and Environmental Management Plan (DMEMP) that shows how local impacts will be addressed.</p> <p>The Trust recognise that there is the possibility that the works will lead to some local and temporary effects that will require control - using standard tried and tested everyday construction methods. Such controls will minimise any local impacts and ensure that the works do not adversely harm the amenity of nearby local residents, site operatives and / or hospital users.</p>

<b>The Prior Approval Application</b>	
Where can I find out more details about the demolition?	The Demolition Method and Environmental Management Plan (DMEMP) Version 2 will inform the demolition process. This document includes the timescales for demolition and details of the demolition activities. This document was submitted to Manchester City Council as part of the planning application.
When will demolition start on site?	Both applications for the demolition of the Paterson building have been approved by MCC. With the Council's approval, demolition is due to commence in early 2019.  The winter season is the preferable time for demolition to take place in order to reduce impact from dust. The demolition process will take a number of months to complete; the website will be updated when a more accurate end date is known.
During what hours will the demolition take place?	Works will be restricted to the following times; <ul style="list-style-type: none"> <li>• Monday to Friday: 07.30 to 18.00 (after 8.30 for noisy works)</li> <li>• Saturday 08.30 to 14.00</li> <li>• Sunday: No work.</li> </ul> <p>These are in line with other similar projects and are subject to final approval from Manchester City Council planning department.</p>

<p>What about parking for demolition contractors?</p>	<p>The demolition contractor (PP O'Connor) will be advised that there is no parking on site and contractors will not be able to park on the surrounding residential streets that form part of the Christie Controlled Parking Zone (CPZ). This will be closely monitored during the Demolition Project.</p> <p>The Contractor / Sub-contractor Parking Management Plan was submitted to MCC during the determination of the demolition applications. The management plan includes the provision of temporary parking facilities for a number of contractors / sub-contractors at P.P. O'Connor's head office in Irlam, Manchester.</p>
<p>Where will construction vehicles be kept overnight?</p>	<p>Construction vehicles will be kept off site where possible outside of the proposed working hours.</p> <p>For more information, please refer to the Demolition Method and Environmental Management Plan.</p>
<p>Who will undertake the demolition?</p>	<p>Interserve Construction has been appointed as Principle Contractor for the demolition of the Paterson building and has recently delivered the award winning Proton Beam Therapy Centre.</p> <p>Interserve has appointed PP O'Connor, a specialist demolition contractor, to undertake the demolition works.</p>
<p><b>The Minor Works Planning Application</b></p>	

<p>What do the Minor Works involve?</p>	<p>The following early stage minor works will be undertaken as part of the demolition:</p> <ul style="list-style-type: none"><li>• Installation of fencing and barriers to form a safety exclusion zone;</li><li>• Debris and material removal;</li><li>• The removal of the pedestrian link bridge on The Christie site;</li><li>• Erection of protective scaffolding to the rear of the damaged building;</li><li>• Internal works to make-good the elevations of the retained buildings which will be disturbed and exposed by the proposed demolition works. This will ensure that the existing buildings remain watertight and have an appropriate external appearance;</li><li>• Full demolition of the fire-damaged Paterson building;</li><li>• Removal of rubble; and</li><li>• Excavation of the building's foundations.</li></ul> <p>These minor works are intended to start in early 2019.</p>
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<p>What internal works do you need to do to reinstate the remaining buildings?</p>	<p>There will be some internal work required to ensure that remaining buildings adjacent to the Paterson building are reinstated following demolition.</p> <p>This will include closing off adjoining corridors and relocating fire exits. As part of the relocation of the fire exits, two temporary external fire escape staircases will be installed.</p>
<p>Where will the temporary external fire escape stair cases be located and what will they look like?</p>	<p>One of the temporary external fire escape staircases will be located near to The Christie’s entrance on Wilmslow Road. The second will be on the internal service road adjacent to Department 2 comprising the Critical Care Unit (CCU), Integrated Procedures Unit (IPU) and Trust Administration.</p> <p>The temporary stairs provide an alternative means of escape to comply with Part B of the Building Regulations (Fire Escape). The temporary stairs are solely for fire escape use and will not be used for general access. The internal floor levels served by the temporary stairs are staff only areas and so no public access to the stairs is required.</p> <p>The Christie intends to retain the temporary staircases until January 2022 – which is the intended completion date for the Paterson Redevelopment Project.</p>
<p>What will the temporary fire escape staircase look like?</p>	<p>The staircase adjacent to Nathan House will be 3-storeys in height and they will be clad in plastic sheeting. The staircase adjacent to the CCU building will be 4-storeys in height and will be clad in a metal mesh.</p>

<b>Access, transport and movement</b>	
Will the demolition affect traffic on Wilmslow Road?	<p>The proposed demolition is not anticipated to have any significant effects on the surrounding highway or local transport networks. Peak movements of Heavy Goods Vehicles (HGVs) generated by the Demolition Project are anticipated to be up to 10 movements per day. This equates to 1-2 movements per hour and represents less than 0.1% increase in existing traffic flows which would not be perceptible to road users, given that daily traffic volume typically fluctuates by +/- 10%.</p> <p>Whilst no significant effects are considered likely, there will potentially be local and temporary effects that will require control. The Demolition and Environmental Management Plan will ensure that HGV movements would be timed to avoid AM and PM highway peak periods and only permitted between 09.30 and 15.30.</p>
What about construction traffic routes?	<p>The Demolition and Environmental Management Plan confirms that construction traffic routes, including any roads not to be used by HGVs (such as Oak Road) would be agreed with Manchester City Council as the Local Highway Authority through the production of a Traffic Management Plan.</p>
What about access to the site during demolition and minor works?	<p>The scheme will include the formation of temporary access /egress points onto Wilmslow Road and an existing internal access road to allow vehicles to enter and leave the site.</p> <p>The temporary access points have been carefully planned to minimise disturbance to any of the neighbouring residential roads.</p> <p>A traffic management control officer (or Banksman) will be present at each entrance to control the emerging construction traffic safely on to Wilmslow Road.</p>
Will bus services on Wilmslow Road be affected by the demolition?	<p>It is not anticipated that bus services will be affected by the demolition.</p>

<p>Will pedestrians and cyclists be affected by the demolition?</p>	<p>We initially proposed to temporarily close the public footpath and cycle lane adjacent to the Paterson building. However, following discussions with Manchester City Council, we have been asked to update the proposed hoarding line during the demolition process to retain the cycle lane and a 2m wide footpath.</p> <p>The DMEMP Version 2 confirms that we will proceed with the view to completing the demolition works without altering the hoarding line to close the footpath and cycle lane.</p> <p>However, if during the demolition it becomes apparent that the hoarding line needs to be temporarily amended to facilitate the safe demolition of the Paterson building, we will seek written approval of these amendments from MCC.</p> <p>These potential temporary changes to the hoarding line may impact the footpath and cycle lane. We will update this FAQ should such changes be required.</p>
<p>Will the public footpath and cycle lane adjacent to the Paterson building need to be closed?</p>	<p>Whilst not currently proposed, there may be a temporary period of time when a section of the footpath and cycle lane in front of the Paterson building will need to be closed.</p> <p>The reason for the temporary closure would likely be to facilitate the diversion of services outside of the proposed hoarding line. Separate approval for these works will be required from MCC.</p> <p>We will update this FAQ should such changes be put in place.</p>
<p><b>Controlling environmental effects</b></p>	

<p>Will local biodiversity be affected by the demolition?</p>	<p>The potential effects of the Demolition Project on local biodiversity relate to any effects on designated sites, or the impact on any protected species within or near to the site.</p> <p>Ecological surveys have been undertaken to inform the demolition plans. This includes a Nocturnal Bat Roost survey which demonstrates the absence of bat roosts within the Paterson building</p> <p>The EIA Screening Opinion Report confirms that there will not be any significant effects on biodiversity.</p>
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<p>What are the potential noise effects?</p>	<p>A number of tried and tested, good practice measures will be in place to minimise the potential for temporary noise effects.</p> <p>These include limitations on hours of working and a range of controls and measures to minimise the effects of noisy operations, restrictions on stationary plant such as generators, to ensure they are as far away as is practical from residential areas. Appropriate screens or enclosures will be used and radios will not be permitted to be used anywhere on site.</p> <p>These measures are those routinely implemented by responsible contractors in construction projects throughout the UK, which include projects with similar noise and vibration sensitive premises in close proximity to the demolition site.</p>
<p>What about dust?</p>	<p>The operations undertaken during periods of dry weather and prevailing winds will ensure all reasonable measures are taken to prevent annoyance and inconvenience to hospital patients and staff, local residents, occupiers and pedestrians due to blown dust caused by site operations.</p> <p>A number of standard good practice measures will be employed on site to control dust caused by the demolition. These include the use of a DustBoss or similar dust suppression product to control dust and air quality, alongside damping sheeting haulage wagons and enforcing a temporary 5 mph speed limit on site</p> <p>These measures are those routinely implemented by responsible contractors in construction projects throughout the UK and will ensure that any potential effects from dust will be minimal.</p>

<p>What about trees along the site frontage?</p>	<p>The majority of trees along the Wilmslow Road frontage are in below average condition. Their removal is necessary for the demolition activity to take place. The Christie is committed to replacing any lost trees on or around The Christie site and is currently exploring options of how this will be achieved.</p> <p>The trees located on the Oak Road frontage (one of which is the subject of a TPO) would be retained. The Demolition Method and Environmental Management Plan presents more information including the establishment of root protection areas and tree fencing prior to demolition works commencing.</p>
<p><b>Staff, patients and visitors</b></p>	
<p>What about staff, patients and visitors to The Christie?</p>	<p>The demolition will be carefully managed to minimise any effects on staff, patients and visitors.</p> <p>Interserve and The Christie will notify all hospital staff in advance of the demolition taking place.</p> <p>Where required, alternative route signage will be posted, directing hospital staff and visitors away from the demolition areas.</p>
<p><b>Community and stakeholder notification</b></p>	
<p>Are you informing local residents about the demolition?</p>	<p>In advance of submitting these applications, The Trust announced its intention to demolish the Paterson Building at The Christie Neighbourhood Forum (in September 2018).</p> <p>On submission of the applications a letter has been issued to c. 4,200 properties within close proximity of site informing residents of the intended demolition of the Paterson building.</p> <p>In accordance with statute, site notices have also been erected on the perimeter of the site providing details of the demolition applications.</p>

How will you keep residents up-to-date?	The website will be updated with information as the project progresses. Further updated will also be provided through the Christie Neighbourhood Forum.
How do I contact the project team?	If you have any comments or questions, please email the team at <a href="mailto:PatersonRedevelopmentProject@turley.co.uk">PatersonRedevelopmentProject@turley.co.uk</a> Alternatively, please leave a message on our Freephone Community Consultation line on <b>0808 168 8296</b> . A member of the project team will return your call.

Version 2: January 2019