Application Number	Date of Appln	Committee Date	Ward
111282/FO/2016/S1	1st Apr 2016	28th Jul 2016	Rusholme Ward

Proposal Change of use, refurbishment, and extension of the Hollings Building (comprising the 'Toast Rack', Clothing Block, U-shaped Admin Block and 'Drum') for residential, retail and leisure purposes including the creation of 150 apartments (Class C3), a gym (2,059m² - Class D2), and 649m² of retail and restaurant/café floorspace (Class A1/A3); erection of an 11 storey building comprising 60 apartments; and associated car parking, landscaping works, boundary treatments and access arrangements.

Location Hollings Building, Old Hall Lane, Rusholme, Manchester, M14 6HR

Applicant Estrela Properties Ltd, C/O Agent

Agent Mr Tom Flanagan, Paul Butler Associates, 31 Blackfriars Road, Salford, M3 7AQ.

Description

This application relates to the 1.51 hectare site, formerly known as the Hollings Faculty, which is located on Wilmslow Road approximately equidistant between Fallowfield District Centre and Rusholme District Centre, which are 500 metres to the south and north respectively. The site is bounded to the north by Cromwell Range; to the east by playing fields of Manchester Grammar School; to the west by Wilmslow Road; and to the south by Old Hall Lane. On the opposite side of Cromwell Range stands student accommodation in the form of Allen Hall and Weston Court, along with St James Church of England Primary School at the head of the cul-de-sac. On the opposite side of Wilmslow Road stands Manchester High School for Girls, whilst to the south of Old Hall Lane there is further student accommodation in the form of Ashburn Hall.

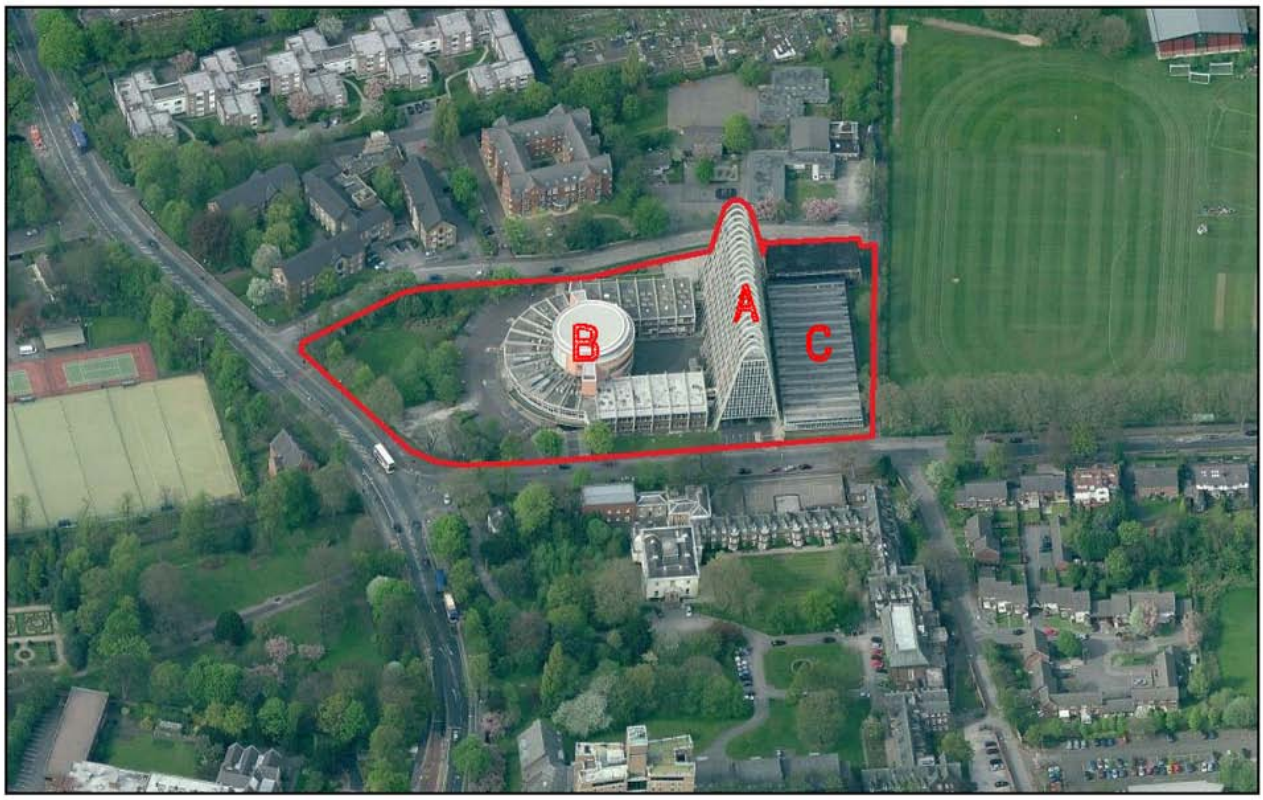
Within the site sits the Hollings Building, a Grade II listed building that comprises of three distinct elements:

- The Toast Rack Tower – a seven storey classroom block which is set back towards the rear/east of the site. Building “A” on the photograph overleaf.

- The Horseshoe and Drum – Semi-circular building located and attached to the western side of the Toast Rack, used primarily as a restaurant, lecture theatre and administration facilities. The Drum is a modern addition constructed in 1995/6 which replaced a smaller building and which the restaurant block wraps around. Located centrally within the site it was used as a library and encloses a car park courtyard. Building “B” on the photograph overleaf.

- The Clothing Block/Gym – This is a single storey block located to the immediate east of the Toast Rack, and borders the eastern site perimeter. The Clothing Block also abuts a former gymnasium building which was constructed at the same time as the Toast Rack and Horseshoe buildings. The Clothing Block

consisted primarily of teaching/workshop facilities. Building “C” on the photograph below.



The remainder of the site is given over to mature landscaping and car parking, the latter of which is accessed off both Cromwell Range and Old Hall Lane.

Proposal

The applicant is seeking full planning permission for the change of use and extension/alteration of the Hollings Building to create 150 apartments; the construction of an eleven storey ‘Gateway’ building to create a further 60 apartments; the change of use of part of The Drum and Horseshoe buildings to leisure (Use Class D2) and retail accommodation (Use Class A1).

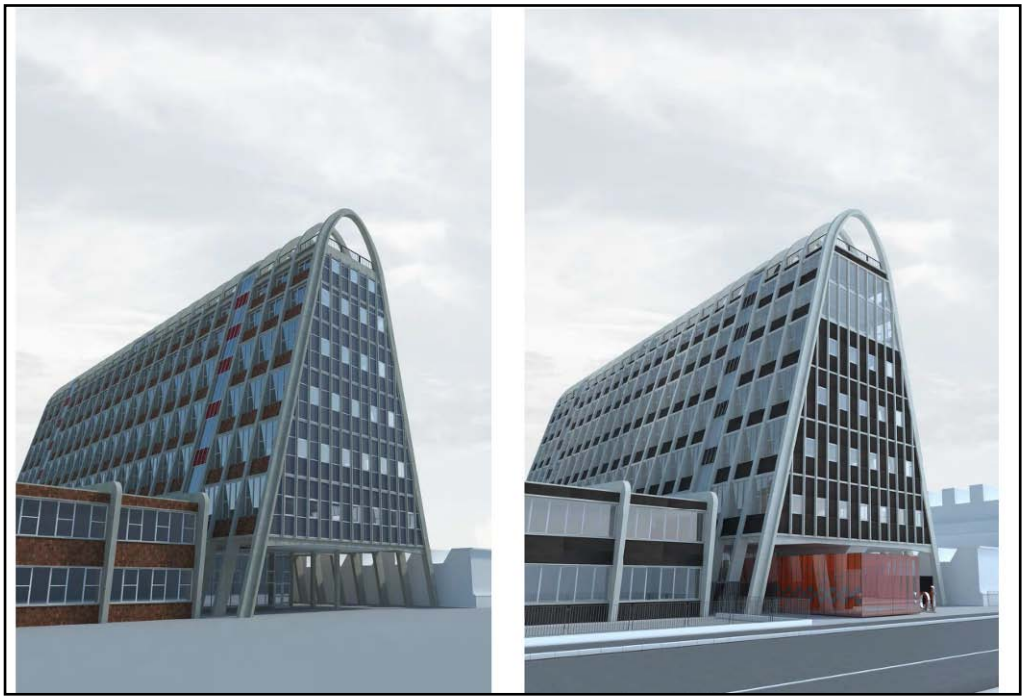
In more detail:

- Change of use of the Hollings Building to create 150 residential apartments (Class C3), broken down as follows:

	1 bed	2 bed	3 bed	4 bed	Total
Toast Rack	8	33	18	2	61
Horseshoe	18	18	6	0	42
Clothing Block	2	43	2	0	47

- Refurbishment and extension of the Hollings Building, consisting of:

a) Toast Rack – Erection of a single storey glazed concierge pavilion, underneath The Toast Rack and fronting Old Hall Lane.
b) Toast Rack (front and rear elevations) – Retention of the concrete frame; replacement of the brick slip panels with anodized aluminium curtain walling and new glazing panels.
c) Toast Rack (side elevations) – Replace the existing cladding panels and windows at 2nd, 3rd, 4th and 5th floors with new cladding panels with bonded basalt black tiling. At 6th and 7th floors the existing cladding panels will be replaced with a new full height glass bonded curtain walling system that is designed to fit within the existing concrete grid. See below:



d) Horseshoe – Removal of the non-original glazed entrance lobby that fronts Old Hall Lane.
e) Horseshoe (ground floor outer curve facing Wilmslow Road) – Installation of full height windows to the proposed retail space.
f) Horseshoe (side elevations) – Retention of the concrete frame; replacement of the brick slip panels with anodized aluminium curtain walling and new glazing panels.
g) Drum – Cladding of the external elevations with timber louvres, see below:

h) Clothing Block/Gym – Erection of a further 2 storeys over part of the Clothing Block and one floor to the Gym building in association with the use of this element as 47 apartments.
i) Clothing Block/Gym – Elevational alterations and refurbishment, i.e. vehicular and pedestrian entrance points; new glazing panels;

- Installation of a metal and glazing bike store/residents' lounge and other cycle storage facilities throughout the site, providing storage for 252 cycles (100% provision for residents and 42 spaces for users of the retail and gym elements).

- Change of use of the first and second floors of the Drum to provide a gym (Class D2) with 2,059m² of floorspace;

- Change of use of part of the ground floor of The Horseshoe (that fronting Wilmslow Road) to provide commercial space (Class A1/A3) totalling 649 m² of floorspace;

- Erection of an 11 storey 'Gateway' residential building along the Wilmslow Road frontage, comprising of 60 two bed apartments (Class C3), see below:

- Creation of a pedestrian access off Wilmslow Road to the 'Gateway' Building

- Car parking facilities for residential and retail/leisure uses, consisting of 173 spaces located throughout the site. A total of 126 spaces would be for residents of the apartments, 40 for the gym operation and 7 for the retail element.

- Off-site highway works comprising of the provision of parking bays along the southern side of Cromwell Range for approximately 9 vehicles; installation of several bollards along Cromwell Range and the introduction of additional double yellow lines; provision of car club parking bays on Old Hall Lane.

- Vehicular access into the site is to be via four locations; two on Cromwell Range and two on Old Hall Lane, reflecting the existing site access locations/arrangements. The access points will be linked to one another in both the eastern and western halves of the site to allow servicing and delivery vehicles to enter and exit the site in a forward gear.

- Associated access and landscaping works.

An accompanying Listed Building Consent application (111283/LO/2016/S1) appears elsewhere on this committee agenda.

Consultations

Local Residents – 12 letters have been received from local residents and members of the public, the main points of which are outlined below:

- The plan to convert this important listed building for residential use with an element of retail and leisure provision is to be applauded and welcomed. The Heritage Statement provided with the applications clearly describes the significance of this unique complex of buildings and the proposals for the conversion of the buildings themselves appear to be well thought out and highly appropriate. The same cannot be said for the proposal to dwarf the Toastrack with a new building. Throughout the Heritage Statement and Planning and Regeneration Statement, claims are made that the erection of a new building is necessary to achieve the preservation of the heritage asset, yet no evidence whatsoever for this is provided with the planning application.
- The number of car parking spaces is totally inadequate and will certainly mean that the excess will park on Old Hall Lane and in Redshaw Close. There have been years of problems from students and staff from the campus using these two areas as cars parks during weekdays. Blocking residents' drives and often making it impossible for residents to get their cars off, parking on drives, parking on pavements and corners, double parking, and causing obstructions. Bin lorries, emergency vehicles and delivery drivers have encountered problems accessing Redshaw Close. Assuming the gym, restaurant and retail unit will be open seven days a week from morning until well into the evening the situation is going to be even worse that it was then.
- The proposed 11 storey Gateway Building is completely out of character and scale of the buildings in the surrounding area. The character of the majority of nearby properties is red brick or stone and this modern structure will be out of place in the area, it will loom over the road on what is currently an open area with a lot of light and space and the height will cause a loss of light and not be a fit with current heights of adjacent properties.
- A few nearby residential buildings are tall relative to their surroundings; for example, Platt Court, and the tower at Owens Park. Importantly, those buildings that are set in landscaping are considerably set back from the main

road. There is an apartment block directly on Wilmslow Road further south, built opposite the former Fallowfield railway station. The centre of the Fallowfield district is more built up with substantially less landscaping, so the taller apartment block there blends in well. The new Gateway Building will be strikingly visible from the main road and from some nearby parks.

- As a pastiche of 1960/70s high tech British architecture, the new apartment building does try to respond to the Toast Rack itself and to integrate into its own site. However, the new building fails to suit its wider environment. In the day, it will dominate the skyline as seen from Wilmslow Road. At night, its use as accommodation will mean substantial amounts of light from occupied apartments and the impact would consequently be greater.
- The stretch of Wilmslow Road between Fallowfield at Sainsbury's and Rusholme is increasingly a problem, at rush hours between Platt Lane and Wilbraham Road the traffic is usually queuing at a standstill, added to this is the traffic from the two schools - Manchester Grammar and the High school for Girls, which is only increasing, as is the number of buses on the route.
- The high rise building is very likely to end up becoming more accommodation for students. The proposed apartments are for let rather than for sale. It is our experience that many blocks of flats gradually become predominantly student occupied in the long term. New build flats often attract families and working people but they are also popular with students seeking luxury accommodation. Over time, the number of students usually increases until the blocks of flats no longer attract families and working people. Often this is because students have a different pattern of lifestyle to those with families.
- The Gateway Building would also be right alongside a main pedestrian thoroughfare for students. During the early hours large numbers of young people walk along this route and night noise can be very disturbing and levels of transient noise and anti-social behaviour are known to be problematic in this area. This is unlikely to encourage families or working people to stay long term in these apartments.
- The construction of an eleven storey building and associated car parking spaces will significantly reduce the amount of amenity space on site for residents in the proposed Toast Rack apartments. The present landscaped garden area on this site provides welcome greenery and open space.
- Consideration must be given before allowing any retail development and restrictions put on usage, such as a cafe inside the development and not visible from the outside, which would detract from the grade II listed building.
- Environmentally this section of Wilmslow Rd has one of the highest readings for Nitrogen Oxides in Greater Manchester. Any further traffic and congestion in particular will increase the already high levels. Before this development goes ahead plans need to be put in place to reduce the levels of dangerous Nitrogen Oxide Gases emitted from diesel vehicles. Removing old buses run by Stagecoach and replacing them with new buses complying with the latest emission standards is one idea. Altering the traffic lights priorities allowing better traffic flow in rush hours is another.
- There will be substantial inroads into the present unadulterated land, and taken as a whole the design represents an overdevelopment of the site. The overbearing proposal for the Gateway Building will permanently damage the street scene, and will, without doubt, seriously impede the view of a fine listed building.

- The present buildings probably occupy more than 50% of the land area; add the current car parks and 65-70% of the land is now concrete. Add in another large building, the so-called Gateway Building and extra car parking areas, and the figure under concrete will be in the region of 85-90%.
- Planning should only approved subject to permanent agreement to litter pick the site and an agreed surrounding radius on a daily basis; increased parking provision within the site; provision of proper drop-off zones for the use of Manchester Grammar School, St James Primary School and MHSG; and the developers should make a permanent, regular contribution to the local police force to ensure that the local area is properly policed.

St. James Church of England Primary School – The school have made the following comments:

- The position of the school is at the end of a cul-de-sac (Cromwell Range) and this is currently subject to significant traffic issues in the morning and afternoons when parents come to drop off and collect their children. At present it is almost impossible for two cars to pass each other in both directions at those times of the day. This results in cars mounting the pavement to pass each other which is dangerous. The school has undertaken a number of initiatives to try and reduce car usage and encourage considerate parking but they have not solved the problem.
- There is grave concern that this proposal will make traffic issue on Cromwell Range far worse. The application does not make provision for all the car parking that would be needed by future residents, as well as users of the gym and commercial elements.
- It seems inevitable that the traffic levels of Cromwell Range and the surrounding area will increase, thus making an already dangerous situation even worse. If the application is approved without completely addressing the issue of safety for pedestrians there is fears that a casualty on Cromwell Range will be inevitable. If the application is to progress it must show how the developers intend to ensure the safety of children and families who attend St. James'

Chair of Governors, St. James Church of England Primary School – Has made the following comments:

- Cromwell Range is a narrow road. There are three schools nearby and it is the focus space for dropping off pupils in the morning and evening rush hour. This is a matter of immense concern and has been raised frequently with local councillors. The paramount concern is the safety and welfare of our pupils.
- There would still be knock on effects onto Wilmslow Road and Old Hall Lane. Up to 300 more people leaving the flats and going out to work from this small space needs some more careful thought.
- The area is already overcrowded, and the roads and water supplies stretched for current residents.
- The roads are crowded and disintegrating under the pressure of current traffic.
- The work that is proposed would cause major disruption to the school both from the noise of building, movement of vehicles, plant and machinery and the presence of contractors in such close proximity.

- From initial scrutiny of the plans, the inclusion of retailers supplying food and alcohol is another concern in an area where alcohol abuse and anti-social behaviour are well documented.

Manchester High School for Girls – The school have objected for the following reasons:

- Together with other developments taking place in the surrounding area, e.g. Owens Park campus redevelopment, MMU sports complex, potentially a new High School near Birchfield Road, this development will put an undue stress on the local area's transport and parking.
- Currently the school experiences heavy traffic congestion on most mornings and afternoons with the occasional gridlock. There is concern that introducing such a large residential building complex to the area will simply overload the local road network and increase the incidence of gridlocks.
- Making it harder and more unpleasant for our parents to drop off and pick up their daughters will do nothing for the school's retention and recruitment of pupils.

South East Fallowfield Residents' Association – The residents association have made the following comments:

- The proposal to redevelop the existing buildings, to increase amenity for the area with a gymnasium and new retail, and to seek to attract more families into the area is welcomed. The residents association do question the decision to rent as opposed to sell the flats. Owner occupation invariably facilitates commitment to the area, its environment and its community. Renting, particularly for short periods, does not encourage such commitment.
- Whatever the architectural merits of the new 'Gateway Building', its height at 11 storeys and its position close to Wilmslow Road means that it will certainly dominate, particularly when Owens Park Tower is demolished, and it will from many perspectives distract from and obscure the other redeveloped buildings set further back on the site, including the 'Toast Rack'.
- The applicant has responded to a request for a 'no student clause', by arguing that the 'design and mix deliberately seeks to attract families and young professionals'. Will positive discrimination of this nature be sufficient to deter university students from renting flats here? despite the recent introduction of controls to prevent the conversion of family homes into HMO's and then limit their expansion, the contemporaneous growth in the 'flat market', through new build and extensions, has enabled more and more students to live here temporarily, with serious effects on the demography and our environment.
- Whoever comes to live on this redeveloped site, and we hope they will be people committed to the area and its improvement, there will be a minimum of 422 new people living in the area. People consume resources, and this appears to be barely recognised by the applicant. The request made during the Consultation for an increase in council services elicited the response that the 'applicant may be required to provide off site financial contributions etc…' This is disappointingly vague, and shows no commitment.

- With regard to noise and anti-social behaviour, with particular reference to the gym being open 24hours, the statement that this 'will lead to passive surveillance overlooking the front of the site which will assist in deterring anti-social behaviour' does not inspire confidence. Just a few yards down the road there is a centre where public drunkenness and lawlessness is the norm on many nights of the week during 'term-time'. One would have hoped for a more realistic appraisal of the situation and a more robust attitude towards security, something which we all need to contribute to.

Rusholme & Fallowfield Civic Society's – The civic society have made the following comments:

- The civic society welcome the change of use and varied sized apartments for single people, couples and smaller families/groups of 3/4 people of varying wealth and lifestyle. Also, the change of use of part of 'The Drum and Horseshoe' to varied leisure and retail accommodation - especially if there are public toilets which would be especially welcomed. Maybe small businesses such as a bakery and or arts and crafts, cards and gifts etc, i.e. small businesses benefitting from a shop front could be encouraged as they are not available in Fallowfield 'Brow' nor Rusholme's District Centre. Also more varied cafes/eateries.
- As much green space should be retained and enhanced as possible, and complemented by an accessible Toast Rack Roof Garden, ideally open to the public - residents and visitors would love the proposed 'Roof Garden' especially if wheelchair and less mobile residents and visitors could also get up there and have an unimpeded view of Platt Fields.
- The development will cause a significant increase in local traffic movements and parking in an area that already gets dangerously congested on every term-time weekday. This is due to there being three schools alongside the boundary of the development: St James St James' Church of England Primary School, Manchester High School for Girls and Manchester Grammar School; also, the development fronts onto a main artery into Manchester City Centre that is heavily used by private cars, taxis, buses, cyclists and freight lorries. Full and due consideration must be given to this increase of traffic from the development's residents and visitors.
- The developer should finance any improvements to the road layout, capacity and/or signage that is deemed required to minimize the negative impact likely on traffic flow and public safety in the area concerned.
- There is concern about the size of the new build "Gateway Building". It is requested that full and due consideration is given to the development appraisal document in order to limit the size of the new build to the minimum size deemed necessary to render feasible the redevelopment of the existing buildings included in the proposed development.

For the above reasons the civic society requests that the Council rejects the planning application in its current form.

Environmental Health – Suggests the imposition of a number of conditions designed to protect the levels of residential amenity enjoyed by local residents e.g. acoustic insulation, fume extraction, hours of operation of the commercial/gym

elements, commercial deliveries, construction environmental management plan, refuse storage and external lighting.

Highway Services – Highway Services have made the following comments:

- Each of the new access points are to be altered as part of the site's proposed landscape plans. It is recommended that all highway works, including design, materials, drainage etc, are agreed with the Council via a new S278 agreement. Each access should also incorporate dropped kerbs and tactile paving.
- The levels of car parking provision at 60% is considered acceptable given the proximity of the site to existing public transport facilities.
- Given the location of the primary school on Cromwell Range it is recommended that the use of this access point is limited to service vehicle egress only, with servicing undertaken outside of both the network and primary school peak drop off/ pick up times.
- The intention to replace a section of taxi clearway with a car club bay is supported in principle, however it is recommended that the applicant liaises with Manchester Parking to discuss the proposal. The conversion of the taxi bay to a car club bay will also require an amendment to the existing Traffic Regulation Order (TRO), which should be progressed as part of the S278 agreement, to be funded by the applicant.
- As a result of the reduced on-site parking it is also recommended that the applicant funds a review of existing on street TROs in the locality of the site. New TROs in the form of single yellow lines should be considered to the north of the site on Cromwell Range to facilitate the existing school drop off / pick up operation. As discussed previously any alterations to the existing taxi clearway will also require a new TRO.
- The site is well placed to be accessed by bike because of the proximity to the Wilmslow Road Cycleway, which is recognised by the proposed 100% cycle parking provision. To allow for safe cycle access / egress into the site it is important to ensure the smooth operation of traffic along Cromwell Range.
- A Framework Travel Plan has been submitted as part of the application which is supported in principle. However it is recommended that a Full Travel Plan is developed which details initiatives, monitoring and targets with set deadlines.
- The applicant has indicated that an 11.0m refuse vehicle can safely access/egress the site in forward gear, which is acceptable in principle.
- It is recommended that a Construction Management Plan is provided by the applicant prior to any construction works beginning.
- It is acceptable for the existing turning head on Cromwell Range to be retained. In order to provide an unobstructed turning area, it is recommended that double yellow lines are provided on the south and east sides of the carriageway.
- It is recommended that the proposed parking bays on Cromwell Range encourage a turnover of vehicles i.e. limited waiting for 30 minutes with no return within the hour, Mon-Fri 8am-6pm (this will require amended TROs). The bays should be situated between the developments two entrances, it is considered that the bay towards Wilmslow Road is not necessary.
- It is accepted that the existing kerb radii at the junction of Old Hall Lane/Wilmslow Road be retained to allow for coach access / egress.

Neighbourhood Team Leader (Arboriculture) – No objections raised to the proposed tree removals on this site. A small number of these removals are because the tree is in poor condition or growing too close to the boundary wall. The remainder are mainly smaller trees of relatively low quality growing in closely spaced groups. They are, with a few exceptions, in the centre of the gardens and cannot easily be seen from outside the site. The better quality trees are being retained and these include almost all of the boundary planting along Wilmslow Road and Cromwell Range.

None of the trees to be removed are of a quality that would warrant protecting them with a Tree Preservation Order.

The application contains an arboricultural report document, which includes well written Tree Protection Plans and an Arboricultural Method Statement. It is recommended that an Arboricultural Consultant is retained by the developer for the duration of the contract, to ensure that these essential plans are observed and the retained trees are adequately protected.

While welcoming the use of large growing replacement trees, one of the species of trees proposed (Sycamore) does have a number of 'problems' including as casting a very dense shade, the production of copious amounts of seedlings and large amounts of sticky 'honeydew'. It is recommended that Maple trees are used instead.

Contaminated Land Section – Suggests the imposition of a *contaminated land* condition.

Greater Manchester Police (GMP) – GMP supports the application subject to the imposition of a condition requiring the development to achieve Secured by Design accreditation.

Greater Manchester Ecology Unit (GMEU) – GMEU have stated that the ecology survey has been undertaken by suitably qualified consultants and was carried out to appropriate and proportionate standards. There is no reason to disagree with the results of the survey, which found no evidence of roosting bats and recorded bat activity as generally very low. As a result GMEU have no objections to the application on ecological grounds.

Greater Manchester Archaeological Advisory Service (GMAAS) – There are no below-ground archaeological implications for this scheme.

A comprehensive heritage statement was submitted with the application which provides a detailed record of the site's historic development and the character of the heritage assets. A copy of this report will be lodged with the Greater Manchester Historic Environment Record. Therefore no further archaeological mitigation is required for the development scheme.

Historic England (North West) – Historic England do not wish to offer any comments on this occasion and have stated that the application should be determined in accordance with national and local policy guidance.

Twentieth Century Society (TCS) – The TCS considers that the proposals cause significant harm to the heritage asset, and that there is no substantial public benefit that can justify this harm. Based on the directives of national policy, the TCS states that it cannot support the proposals in this instance and therefore recommends that the application is refused. The concerns are detailed as follows:

- The Hollings Building is a Manchester icon and a unique work of modern architecture that was undeniably influenced by the Festival style, with its significance being derived from the novelty of the form of its structural components and the rhythm of its colourful, highly textured facades of brick, concrete and enamel.
- The TCS encourages sympathetic developments that put listed buildings to new use and they are of the opinion that residential conversion is appropriate in this case. However, the TCS states that the proposed alterations do not engage sympathetically with this important listed building. They note that the interiors were originally utilitarian teaching rooms, and have little in the way of significant original fabric remaining. Their main concerns lie with the proposed alterations to the exterior of the buildings and with the Gateway building which would stand on the western corner of the site.
- The proposed re-cladding of the buildings is extremely harmful. The proposal justifies re-cladding the entire complex in black rainscreen panels due to water ingress. The TCS strongly consider that an alternative solution should be sought which retains the brick, if necessary through regular manual upkeep which keeps it in good and waterproof condition. Similarly, the colours of the original panelling to balustrades, spandrels and gable ends should be maintained. They do not believe that there is justification to replace the bold, exuberant red and the grey-blue which contribute so fundamentally to the buildings status as a visual icon.
- The use of timber louvres on the central drum building and along the balustrade of the balcony is wholly inappropriate. The drum is not an original feature of the design, but there is no precedent for use of timber in the external palette of materials and it is an incongruent addition in the context of the building group.
- The alternating transoms on the catering block windows should be retained, as should the original matrix of panels and windows on the gable ends. The gables have a consistent rhythm, where the window line is emphasised and supported by horizontal linear breaks between panels. The full length glazing of the upper height of the gables disrupts this rhythm and so harms the special interest of this integral aspect of the façade.
- The TCS also has concerns about the insertion of a glass concierge box. A glazed box was felt to be at odds with the existing buildings, that it would clutter the undercroft and obstruct views through and along it and would protrude disjointedly from beneath the Toastrack building.
- By reason of its mass, height and prominent contorted structural form, the new building would harmfully impact the setting of the Grade II listed Hollings Building. Not only would it disrupt views to and from the building, but it is considered that its style and scale would dominate and compete with the iconic Toastrack which rises as a unique focal point in the landscape. The TCS strongly feel that the design and size of the Gateway Building should be reconsidered.

Manchester Conservation Areas and Historic Buildings Panel – The Panel felt that the upward extension of the single storey Clothing Hall would be detrimental to view towards and out of the Toast Rack building and would compromise its appearance and setting. The panel felt that the existing openness to the east side of the Toast Rack presented a very different character than that of the front and allowed unfettered views of the pure delicate form of the Toast Rack. They felt that these extensions are unacceptable additions.

The Panel would like to see a better solution for the brick slip panels. They accepted that construction flaws meant that this feature needed addressing, but felt that the colour, texture and module size of this brick feature contributed significantly to the character and aesthetic of the Toast Rack and should be retained or a similar detail reinstated.

The Panel commented that the timber screen cladding to the Drum building was an inappropriate material which wouldn't weather well and would very quickly look shabby. They felt that it would be better to re-fenestrate the whole building and look at an alternative material for the screening. The Panel suggested powder coated metal fins or tubes as an alternative. They asked that any proposed material should form a continuous curve and not be facetted.

The Panel drew attention to the importance of maintaining views of the Toast Rack and retaining its landscaped setting, and commented that the new build element to the front of the site would have a detrimental effect on the setting and views of the main building due to its scale and complex design which they felt undermined the qualities of the Toast Rack and drew more attention to it. The Panel would prefer to see a much simpler and quieter building on site that didn't compete with the architectural form, finesse and delicacy of the Toast Rack itself.

The Panel highlighted that it was important to maintain open views through the ground floor.

United Utilities Water PLC – No objections to the proposal and recommends the imposition of a number of conditions concerning drainage and flood prevention/management.

Policies

The National Planning Policy Framework (NPPF) – The NPPF was published on the 27th March 2012 and replaces and revokes a number of Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs) previously produced by Central Government. The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining planning applications. It does not change the statutory status of the development plan, i.e. the Core Strategy, as the starting point for decision making and it states further that development that accords with an up-to-date local plan, such as the Core Strategy, should be approved unless other material considerations indicate otherwise.

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

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

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Of relevance in this instance are Section 2 (*Ensuring the vitality of town centres*) and Section 12 (*Conserving and enhancing the historic environment),*

Section 2, *Ensuring the vitality of town centres* – Paragraph 24 states that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.

Paragraph 26 state that when assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sq m).This should include assessment of:

- the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.

Section 12, *Conserving and enhancing the historic environment* – Paragraph 131 states that in determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with conservation.
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality;
- the desirability of new development making a positive contribution to local character and distinctiveness

Paragraph 132 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given the asset's conservation. The more important the asset, the greater weight it should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to loss or loss of a grade II listed building, park or garden should be exceptional.

Paragraph 133 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 loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

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

Finally, paragraph 134 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 securing its optimum viable use.

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

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

Relevant policies in the Core Strategy are detailed below:

Policy SP 1, *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.

Policy H 1, *Overall Housing Provision* – Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. The policy states further that new housing will be predominantly in the North, East, City Centre and Central Manchester, and that within these areas densities will be lower but generally around 40 units per hectare. The type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability.

Policy H 5, *Central Manchester* – Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.

Policy H 8, *Affordable Housing* – This policy states that residential development of more than 15 units will be required to contribute to the 20% target for new housing provision to be affordable, unless there are circumstances where an exemption should apply. The Policy also sets out the Council's expectations in terms of the nature of the provision of Affordable Housing, and the requirements in terms of a Viability Appraisal, should the provision of affordable housing threaten the viability and deliverability of a scheme.

Policy T 2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy C 9, *Out-of-centre development* – Development of town centre uses in locations which are outside a centre identified in policy C1 or a strategic location identified for such uses will be inappropriate unless it can meet the following criteria:

- There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable
- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses, on the vitality and viability of the City Centre and designated district and local centres. An assessment of impacts will be required for retail developments of more than local significance; and,
- The proposal is appropriate in terms of its scale and function to its location.

Policy EN 1, *Design Principles and Strategic Character Areas* – States that all development in Manchester will be expected to follow the seven principles of urban design; and notes that opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial routes.

Policy EN 2, *Tall Buildings* – Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline. Proposals for tall buildings will be supported where it can be demonstrated that they:

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

A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views. Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes. Elsewhere within Manchester tall building development will only be supported where, in addition to the requirements listed above, it can be shown to play a positive role in a coordinated place-making approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context.

Policy EN 3, *Heritage* – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Policy EN 4, *Reducing CO2 Emissions by Enabling Low and Zero Carbon Development* – This policy states that all developments must follow the principle of the Energy Hierarchy; to reduce the need for energy through energy efficient design and features; and, meet residual energy requirements through the use of low or zero carbon energy generating technologies.

Policy EN 6, *Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies* – This policy requires applications for residential development of 10 or more units and all other development over 1,000 sqm to meet a minimum target.

Policy EN 8, *Adaption to Climate Change* – This policy requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN 15, *Biodiversity and Geological Conservation* – The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City and developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site,

Policy EN 19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- 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.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

  a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:

  Year 2010 – Code Level 3;
  Year 2013 - Code Level 4;
  Year 2016 - Code Level 6; and

  (b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research

Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.

Saved UDP Policies – Policies DC5, 7, 19 and 26 are considered of relevance in this instance:

Policy DC5. *Flat conversions* – Policy DC5.1 states that in determining planning applications to convert property to flats, the Council will have regard to:

a. the standard of accommodation for the intended occupiers of the premises;
b. effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
c. adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
e. adequate private outdoor amenity space;
f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
g. the satisfactory provision of refuse storage and collection facilities.

Policy DC5.2 states that there will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the Plan. They will be particularly welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

Policy DC7, *New housing development* – Policy DC7.1 states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

Policy DC19, *Listed Buildings* – Policy DC19.1 states that in determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is

satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

Policy DC26, *Development and Noise* – Policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

a. the effect of new development proposals which are likely to be generators of noise; and
b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

The Planning (Listed Buildings and Conservation Areas) Act 1990 – , Section 16 (2) states "*In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."*

Section 66 (1) of the Act sets out the authority's general duty as respects listed buildings in exercise of planning functions:

"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest in which is possesses."

For reasons to be outlined below, it is considered the proposal accords with this policies.

Issues

Principle of the Proposal – The Hollings Building has been vacant for several years and following the lack of a regular maintenance regime by the previous owner the exterior of the various elements of this Grade II listed building have started to

degrade. It is considered that the proposed change of use and new apartment building will ensure the retention and long term future of this listed building and for this reason the principle of the proposal is considered acceptable and complies with aims of Policy EN3 (Heritage), in that the proposal will preserve this heritage asset.

In addition, planning policy guidance supports development that makes the best use of previously developed land and vacant buildings, which are well located in terms of existing activities and infrastructure. The site is located within Central Manchester as allocated by Core Strategy Policy H5 and this states that Central Manchester will accommodate around 14% of new residential development, a target which the proposal will help to achieve.

Notwithstanding this, it is acknowledged that the impact of the proposal upon the heritage asset must be fully assessed in order to determine whether or not there is substantial harm to the significance of The Hollings Building as a result of the proposal. Furthermore, the impact of the commercial elements upon the neighbouring district centres of Rusholme and Fallowfield will need to be assessed, as will the proposal's impact upon the existing levels of residential amenity, and pedestrian/highway safety enjoyed within the vicinity of the site and any ecology present.

Viability Appraisal – The submitted viability appraisal indicates that the level of return is low. The applicant acknowledges that sales yield could be altered slightly to show that there is more profit in the scheme but has stated that as none of the units will be for sale the viability appraisal is actually dependent on return of investment (ROI) rather than sales yield. In addition, slight changes in the some of the appraisal assumptions, e.g. a lack of voids, shorter tenancies and lower rents, will further reduce profit. Given this and the fact that the returns are already lower than a typical development due to the listed status of the existing building, loading any additional cost onto this scheme could impact on the scheme's deliverability, which in turn could impact upon the longevity and ultimately the retention of the Hollings Building.

Affordable Housing – The policy on the provision of affordable housing states that residential developments of more than 15 units will be required to provide an element of affordable housing unless it can be demonstrated that such a provision threatens the viability and deliverability of a scheme. In this instance the applicant has demonstrated that incorporating affordable housing will impact on the deliverability of the proposal. Therefore, as there is a desire to ensure that the long term retention and use of the Hollings Building is secured, on balance it is considered that there will not be a requirement to provide an element of affordable housing.

Out of Centre Uses – It must be noted that the NPPF and local plan assert that proposals for Town Centre uses in locations outside town centres should be supported by a sequential test and, which of larger scale, an impact assessment. The applicant has not submitted a sequential assessment due to the Listed Building requiring a bespoke design solution. They state that the leisure and retail floorspace is an essential part of the proposed scheme and that it could not be accommodated elsewhere and to disaggregate the use components would prevent the overall proposal to bring the Toast Rack back into use. The proposal is for 649m² of retail and 2059m² leisure. The retail element is of a local scale but the gym would be

expected to draw customers from a wider area. On this basis a sequential test should be expected to be submitted considering the centres of Fallowfield and Rusholme. However, it must be noted from the information held by the Council, including a survey from 2015, that it would appear to be the case that there are no sequentially preferable sites available within those centres.

In terms of the impact it is considered that the retail element is local in nature and does not require an impact test. In terms of the gym this is larger and the planning statement acknowledges this will be available to an extremely broad demographic. It would usually be expected that the gym element to be subject to an impact assessment as this falls above the 650m² point at which the Council considers schemes to be of local significance. However, the applicant states that the uses proposed have been chosen to make best use of the "challenging floorplates". The retail space has been located towards the front of the Horseshoe in a circular area and the leisure space within the Drum building. They state that the proposed floorspace within a Grade II Listed building limits flexibility. They also state that the proposals utilises a previously developed, vacant/under-used site.

The proposed scheme brings with it significant public benefits including the use and maintenance of a listed building. It is considered that these benefits outweigh any harm caused by the scheme in relation to impacts on local centres. It must also be noted that the site is 250m from the boundary of Fallowfield District Centre, and is therefore considered an edge-of-centre site. The applicant states that the leisure and retail floorspace is an essential part of the proposed scheme. This means that the town centre uses cannot be disaggregated from the overall proposal as they are an essential element of the whole scheme. Any sequential test would have to be applied to the whole scheme including the residential element, too. This approach follows the ruling in the case of the Tesco vs Dundee, in which the proposal put forward by the developer is the scheme to be assessed and not a disaggregated scheme, which takes the town centre elements apart. On this basis this element of the submitted scheme is considered to be acceptable and as stated above the benefits outweigh any harm.

Environmental Impact Assessment – The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and the Town and Country Planning (Environmental Impact Assessment) (England and Wales) (Amendment) Regulations 2015.

During the EIA process the applicant has considered an extensive range of potential environmental effects in consultation with Historic England, the Environment Agency, the City Council, Greater Manchester Ecology Unit, The 20th Century Society, The Modernist Society and Greater Manchester Police.

As a result of this scoping exercise it was considered that the issues that could give rise to significant impact are:

- Townscape and Visual Impact Assessment
- Heritage
- Drainage and Flood Risk

The likely impact of the proposal upon the aforementioned EIA topic areas, along with a range of non-EIA topic areas is covered below.

Design/Scale and Massing – The Gateway Building will consist of an expressed structural frame and encased in anodised aluminium cladding and glazing panels. Its main design feature is that it twists in plan, rotating about a central axis that houses the main core and circulation structure. Not only does this twisting ensure that daylight and views are maximised to each apartment but it also serves to create a dramatic and dynamic form that subtly references and complements the existing buildings on the site. It also has the added benefit of reducing the overall massing of the building along the Wilmslow Road frontage. The structural expression of the Gateway Building and the proposed nature of this buildings modular fabrication ensure it is part of the same 'family' as the Hollings Building (particularly the Toast Rack), albeit one that is very much of the 21st century.

The height of the Gateway Building responds to the context of a number of buildings of significant height already along Wilmslow Road (Platt Court, Worsley Court and Owen's Park Tower). However, the Gateway Building is capped in height so that it does not exceed and therefore dominate the existing Toast Rack building. At ground level the Gateway Building is raised up by two storeys above ground, with only the circular core meeting the ground. This ensures that the existing parkland landscape is allowed to continue, largely uninterrupted below the building, as well as permitting views through the building at street level to the Horse Shoe and other historic elements.

It is considered that the innovative design and massing of the Gateway Building will complement the Hollings Building and provide a welcome addition along this stretch of Wilmslow Road.

The main changes to the appearance of the Toast Rack is the replacement of the brick slip panels with a modern cladding system. The existing brick slip panels have been subject to water ingress and this has led to some deterioration of the concrete frame. Their replacement with the cladding system will ensure that the building is watertight and so prevent further damage to this important architectural element. The colour of the cladding panels is purposely muted so as not to over dominate the respective facades. This approach is welcomed and recognised as essential in the long term preservation of the Toast Rack.

In terms of the Clothing Hall/Gym building, the proposed extensions are considered the most major of all the interventions in this listed building. With this in mind the applicant has designed these extensions to reflect the more workshop like appearance of this element of the Hollings Building and they will be constructed from a mix of lightweight profiled aluminium cladding, fibre cement cladding and large frameless expanses of glazing. The design of the extensions will also ensure that the north-light roof structures will be retained and visible. Overall, this design of the extensions is considered acceptable.

The concierge building beneath the Toast Rack and the cycle store to the south of the Gateway Building are both predominantly constructed from glazing given them a

lightweight weight appearance and one that does not compete with their respective neighbours. This design approach is considered acceptable.

It is considered that the design of the proposal's various elements complies with the aspirations of Policies EN 1 and DM 1 in the Core Strategy.

Townscape and Visual Impact Assessment – The applicant has undertaken an assessment of the Gateway Building and its potential to impact upon the levels of visual amenity enjoyed within the vicinity of the site. The assessment has determined that the site is at its most visible from the part of Wilmslow Road which it overlooks, as well as from Wilmslow Road to those travelling northbound having left Fallowfield behind. Existing structures, tree coverage and the path of Wilmslow Road mean that the site is not readily visible from medium to long distances.

The study area has comprised of four Townscape Character Areas (TCA), with two key views assessed within each TCA. The TCAs and key views are detailed below:

Platt Fields Park
1. Wilmslow Road – Looking south, junction of Grangethorpe Road,
2. Wilmslow Road – Looking south, from east side of pavement, adjacent to Allen Hall

Fallowfield
3. Wilmslow Road – Looking northeast, across the junction with Old Hall Lane,
4. Wilmslow Road – Looking north, entrance gates to Ashburne Hall

Cromwell Range
5. Cromwell Range – Looking south, junction with St James' School,
6. Cromwell Range – Looking southwest, from the footpath access point

Old Hall Lane
7. Old Hall Lane – looking northwest, junction with Whitworth Lane,
8. Old Hall Lane – looking northwest, from former College entrance across the garden

The assessment has determined that of the eight views referenced above only three have a *high visual sensitivity* (key views 4, 6 and 7), while two have a *medium visual sensitivity* (key views 2 and 3) and three have a *low visual sensitivity* (key views 1, 5 and 8).

In terms of the construction process, the assessment has acknowledged that on the whole the effect will be *adverse,* with only two key views (1 and 8) being subject to a *neutral* effect. The *adverse* effect on the six key views results from the potential visibility of construction equipment close to the respective key view location. However, as this *adverse* effect is of a temporary nature only and will be mitigated against with the installation of construction hoardings and implementation of a robust construction management plan, the impact of the construction process on the levels of visual amenity is considered acceptable in this instance.

The key views where then assessed again to determine the residual effect of the proposal, i.e. post-construction with the Gateway Building in-situ. It was concluded that the Gateway Building would have a *beneficial* effect on all of the views. This is expanded upon further below:

Key Views 1 (Platt Fields Park) and 3 (Fallowfield) – would experience a beneficial effect upon the townscape due to the high quality design and appearance of the new building and given the fact that retention of the majority of the mature boundary treatment filters views of the top portion of the Gateway Building.

Key Views 2 (Platt Fields Park) and 4 (Fallowfield) – would experience a beneficial effect upon the townscape due to the high quality design and appearance of the Gateway Building and improvements to the landscaping/public realm and given the fact that there would be filtered views of the lower portion of the Gateway Building due to the retention of significant existing vegetation on site.

Key Views 5, 6 (Cromwell Range) and 7 and 8 (Old Hall Lane) – would experience a beneficial effect due to the quality of design and positioning on the site of the Gateway Building. In addition, the maturing of the green spaces and new planting on the site will complement the pre-existing planting and will contribute to wider townscape character.

To conclude, the analysis has found that the proposed development will not result in any adverse residual visual or townscape impacts. The physical alterations and additions to the landscape and townscape resulting from the proposed development will have a neutral or positive impact upon the character of the TCAs. Given this, is it considered that the proposal complies with Policy DM 1 in the Core Strategy.

Impact upon the Heritage Asset – The special architectural and historic interest of the Hollings Building is recognised by its Grade II Listed designation. The historical, evidential, aesthetic and communal values that the structure yields are related to its innovative and unique design, which was rigorously functional. The architectural form and expression of the Hollings Building is of high significance due to the unique design and survival of the building. The building is regarded as an excellent example of post-war Municipal architecture in Manchester, being designed by the Manchester City Council architect, Leonard Howitt. The high aesthetic significance is also due to the group value of the building in association with the three Grade II listed parts of the Hollings Building, which together provide an interesting 1950's modernist set piece. The group value of the three main parts of the building is considered to be of high significance. The Toast Rack forms the pinnacle of a purposely designed scheme of mid-20th Century college buildings.

The building's fabric has been subject to some considerable change, without any substantial erosion of its architectural interest and the main components remain evident and intact. The extent of minor alterations to the building such as some window and door replacements does not adversely impact the special interest of the Hollings Building, and its group value with the largely intact Clothing Block, and altered admin block enables the heritage values to be better appreciated and understood. The 1995 library extension (The Drum) is considered to be of no aesthetic significance. This replaced an original part of the building, detracting from

the original design and of a lesser design quality. It does not form part of the original scheme and detracts from the original design, although the strength of the aesthetic values ensure that the significance of the building is retained despite the alterations.

The impact of the proposal upon the fabric and setting of the listed building has been assessed and is outlined below.

Toast Rack – The main work to the Toast Rack consists of:

- Repair work to the expressed concrete frame – The repair work to the concrete frame has a negligible impact as there will not be a material change to this key architectural component.
- Brick slip cladding to be replaced with new cladding panels due to deterioration and water ingress – The installation of the new cladding panels will have a moderate impact but as they are designed to complement the colour and texture of the existing material they will only make a minor difference to the elevations. Furthermore, this alteration will better insulate the building and improve its performance, all without any significant change to the architectural character of the building.
- Erection of the concierge building – The installation of the concierge building has the potential to have a considerable impact but as it constructed from glazing and contrasts with the overtly concrete structure of the Toast Rack it does not compromise the original design and architectural form of this building.
- Sub-division of interior spaces and partial replacement of corridor walls to facilitate the residential use. – The impact will be moderate as the proposal still retains the plan form and will implement only minor changes to the fabric and character of the corridors. Therefore, there will have no substantial impact on ability to understand the former college buildings.
- Replacement of exterior windows – The impact will be minor as the alterations to the glazing will have no substantial impact on our ability to appreciate the heritage asset and will have a largely neutral impact on the elevations.
- Staircases – The redevelopment will have no substantial impact on the staircases which will be utilised in the residential use. Their existing form will be retained, the impact is therefore negligible.
- Roof – The redevelopment will result in the implementation of sensitive repairs to the expressed concrete arches which form the open roof structure. The roof top balustrade will also be repaired to enhance the appearance of this landmark feature. As this key architectural feature is to be restored the overall impact of this work is minor.

Horseshoe and Drum – The main works consist of the following, several of which are mirroring the work to be undertaken on the Toast Rack:

- Repair work to the expressed concrete frame – Similarly to the Toast Rack, the repair work to the concrete frame has a negligible impact as there will not be a material change to this key architectural component.
- Brick slip cladding to be replaced with new cladding panels – The installation of the new cladding panels will have a moderate impact but as they are designed to complement the colour and texture of the existing material they

will only make a minor difference to the elevations. Furthermore, this alteration will better insulate the building and improve its performance, all without any significant change to the architectural character of the building.

- Sub-division of interior spaces and partial replacement of corridor walls to facilitate the residential use. – The impact will be moderate as the proposal still retains the plan form and will implement only minor changes to the fabric and character of the corridors. Therefore, there will have no substantial impact on ability to understand the former college buildings.
- Replacement of exterior windows – The impact will be minor as the alterations to the glazing will have no substantial impact on our ability to appreciate the heritage asset and will have a largely neutral impact on the elevations.
- Staircases – The redevelopment will have no substantial impact on the staircases which will be utilised in the residential use. Their existing form will be retained, the impact is therefore negligible.
- Roof – The proposal will have no substantial impact on the roof structure, the impact is therefore negligible.
- Installation of timber louvres to The Drum – The alteration to the external elevation of the Drum will make an appreciable difference to the 1995 addition to the complex, but will have no impact on the appreciation of the original components of the former college buildings or its setting. The impact will be moderate.

Clothing Block/Gym – The main work to the Clothing Block/Gym consists of:

- Repair work to the expressed concrete frame – The impact will be negligible as the repair works to the expressed existing building will have no substantial impact on the existing industrial character of the block.
- Replacement of the outer cladding which consists of red brick tiles and insulated panels – This work will have a moderate impact as the proposed replacement panels are designed to complement the colour and texture of the existing material and will thus make a minor but appreciable difference to the elevations. The alteration to the elevation material will better insulate the building and improve its performance, without any significant change to the architectural character of the building.
- Replacement of the gable cladding which consists of fibrous boarding – The impact will be moderate as the work will appreciably change the pattern of the cladding of the gable, albeit to a relatively minor extent so that the emphasis on the concrete frame is unaltered. The alteration to the elevation material will better insulate the building and improve its performance, without any significant change to the architectural character of the original form of the building.
- Erection of 2 storey extensions to the roof to form the residential accommodation – Of all the works proposed this will have the most substantial impact upon the fabric of the listed building as the addition of the extension and the subdivision of the interior will fundamentally change the internal spatial character of The Clothing Block/Gym. However, these works secure the future use of this element and despite the scale of the extensions the emphasis will remain on the main Toast Rack building, with The Clothing Block/Gym still being read as the less significant architectural components of the group. In addition, while the cumulative impact on the exterior form of The

Clothing Block/Gym will be substantial it is mitigated against by the continual expression of the original architectural form.

Impact of the Gateway Building on the Listed Building – The Gateway Building is designed to complement the Hollings Building without slavishly adopting its architectural expression. The location, orientation and the twisted form of the building has been devised to ensure that the key views of the listed building are protected and that the structure is read as a component of this park-like setting.

While the physical impact of the Gateway Building on the Grade II listed building is minimal, given the distances between the two, the visual impact is considered substantial as the Gateway Building will have a fundamental impact on the appreciation of the setting of the listed building. However, it is acknowledged that the new apartment block is required to provide a necessary quantum of income to sustain investment in the restored complex and so this is positively balanced against the need to preserve this listed building.

In conclusion, overall the fabric alterations to the complex are relatively modest, retaining the original, surviving architectural form and materials where feasible, and are demonstrably balanced by the restoration of significant architectural details and key spaces. It is recognised that the 20th Century Society have grave concerns about the use of the cladding material but its use and the replacement of the original brick slips is necessary to prevent further water ingress and deterioration of the concrete frame, i.e. the element of the building that is most recognisable. The result is that the special architectural and historic interest of the Hollings Faculty and its setting will be sustained and enhanced by re-use and its long term future secured.

In light of the above and the tests set within the NPPF it is considered that the overall proposed development will lead to less than substantial harm to the heritage asset. The harm caused is considered to be acceptable when weighed against the public benefit of the proposal including securing the long term security and economic use of the listed building. Accordingly, it is considered that the proposal complies with the guidance contained within the NPPF (paras 132 to 134), Core Strategy Policy EN 3 and saved UDP Policy DC 19.1.

Impact upon adjoining Heritage Assets – The proposal will have no physical impact upon any of the nearby heritage assets and either no visual impact or an imperceptible visual impact of them.

Drainage and Flood Risk – The site is located within the Critical Drainage Area of Levenshulme and Fallowfield as identified by the Manchester City Strategic Flood Risk Assessment (2011) and situated within Flood Zone 1 (less than 1 in a 1,000 year chance of flooding). There are no records of any historic flood events on the site and the surface water flooding data has identified the site as being in an area that is of “very low” risk of surface water flooding.

As the site is already developed there is an existing combined drainage network (foul and storm water). It is connected to the general sewer network at the north (Cromwell Range) and at the south (Old Hall Lane). There is also storm water drainage at the west of the site in Wilmslow Road.

The impact of the construction process and the completed development upon the site's drainage characteristics and whether or not the risk of flooding will increase has been assessed. In addition, the impact upon any nearby watercourses has also been assessed.

Construction - The main impact from the construction process is the releasing of pollutants such as cement/concrete products and hydrocarbons/chemicals into the water environment. In addition, there is further risk from construction activities such as topsoil stripping which can lead to an increase in the volume of sediment reaching water courses. To mitigate against these the applicant will be required to implement a Construction Environmental Management Plan which can include the installation of bunding to prevent chemical spills and the storage or materials/vehicles away from drainage system. In addition, the implementation of a temporary drainage strategy will prevent pollutants from entering the water environment. Given the above, it is considered that the impact of the construction process upon the drainage system can be managed sufficiently.

Completed Development – The application site is approximately 1.51 hectares in size and of that approximately 1.04 hectares (68%) of the ground cover is impermeable given the previously developed nature of the site. Following the redevelopment of the site, the impermeable area will be increased to approximately 1.2 hectares (80%). Eventhough the increase in impermeable finish is relatively low given the overall size of the site, it is still considered that a sustainable drainage system should be incorporated into the scheme to prevent any risk of surface flooding.

Tests of the site have revealed that soil infiltration rates are poor and as a result the submitted floor risk assessment has recommended that superficial water run-off is managed via attenuation and interception methods, namely:

- Permeable paving (attenuation)
- Rain gardens (attenuation)
- Water Butts (interception)
- Green Roof (interception)

It has been calculated that this sustainable drainage system will manage a total volume of 63m^3 for the 1 in 100 year (+climate change) event. This couple with the existing drainage facilities will ensure that the development will not increase the risk of surface water flooding.

Watercourses – The Platt Brook is nearby to the site, at its closest proximity it is approx. 0.3km north-west of the site. The Gore Brook is located approximately 0.2km from the site. Infrastructure and development are located between the site and these watercourses and as such it is deemed not possible to discharge to these watercourses. As a result it is not considered that the construction process or the presence of the completed development will have an impact upon these two watercourses.

As the impact of the development upon the drainage characteristics of the site can be managed and it is not considered that the proposal will give rise to risk of groundwater contamination through the implementation of robust construction

practices, the proposal is considered to comply with Policy DM 1 in the Core Strategy from a flood risk perspective.

Space Standards – All the residential properties will have adequate circulation space and the ground floor units will have level access.

The City Council recently adopted the London Housing Design Guide space standards (LSS) as interim space standards in March 2015 to assess residential schemes against. The amount of floor space proposed for each unit and that required under the LSS is detailed below:

- Horseshoe apartment type A3 – 47.75m² (LSS - 50m²)
- Horseshoe apartment type A4 – 73.3.75m² (LSS - 61m²)
- Horseshoe apartment type A3-1 – 62m² (LSS - 50m²)
- Horseshoe apartment type A4-1 – 72.4m² (LSS - 61m²)
- Toastrack apartment type B1 – 60m² (LSS 83m²)
- Toastrack apartment type B2 – 59m² (LSS 50m²)
- Toastrack apartment type B3 – 75.4m² (LSS 50m²)
- Toastrack apartment type C1 – 85m² (LSS 74m²)
- Toastrack apartment type C2 – 80m² (LSS 74m²)
- Toastrack apartment type D1 – 88m² (LSS 83m²)
- Toastrack apartment type D2 – 87.4m² (LSS 83m²)
- Toastrack apartment type D3 – 82m² (LSS 83m²)
- Toastrack apartment type D4 – 77m² (LSS 83m²)
- Toastrack apartment type E1 – 112.5m² (LSS 87m²)
- Toastrack apartment type E2 – 98.5m² (LSS 87m²)
- Toastrack apartment type F1 – 48.3m² (LSS 50m²)
- Toastrack apartment type G1 – 104.8m² (LSS 74m²)
- Toastrack apartment type H1 – 157.7m² (LSS 100m²)
- Toastrack apartment type J1 – 81.5m² (LSS 87m²)
- Horseshoe apartment type K1 – 100m² (LSS - 74m²)
- Horseshoe apartment type K2 – 87.3m² (LSS - 74m²)
- Clothing Block apartment types 1A and 1B – 30 to 35m² (LSS 50m²)
- Clothing Block apartment types 2A to 2D – 55 to 58m² (LSS 61m²)
- Clothing Block apartment types 2E – 61.3m² (LSS 61m²)
- Gateway Building apartment type – 54.1 to 66.7m² (LSS 61m²)

As set out above, the majority of the apartments meet the interim space standards. Given this and the fact that the pre-application discussions took place before the adoption of the space standards this approach is considered acceptable in this instance.

Disabled Access – All parts of the proposal have been designed on the basis of an inclusive approach and this will allow easy, safe and secure access to the vast majority of areas of the buildings for residents and visitors of restricted mobility.

However, the existing lift within the Toast Rack Tower does not serve the sixth and seventh floors meaning they are inaccessible to wheel chair users. The approach here has therefore been to have duplex apartments which occupy the sixth and

seventh floors and are accessible at sixth floor level. Due to the desire to limit the number of interventions in the fabric of the Toast Rack, the proposed roof deck to the former teaching block will not be accessible to wheel chair users.

The proposed gym will be accessed via an existing eight person left, via the main entrance off Old Hall Lane and will include accessible WC facilities and circulation space.

Pedestrian and Highway Safety – The applicant is proposing a number of highway improvement measures along Cromwell Range in order to improve pedestrian and highway safety along this cul-de-sac. These improvements include:

- the installation of pedestrian guard rails along the northern kerbline of Cromwell Range,
- the installation of approximately 10 bollards along the southern kerbline of Cromwell Range,
- the provision of 9 parking bays along the southern side of Cromwell Range,

These highway improvements are welcomed.

In addition to the above, the applicant's supporting documentation advises that new Traffic Regulation Orders (TROs) in the form of single yellow lines should be considered to the north of the site on Cromwell Range to assist with the existing school drop-offs and pick-ups. To facilitate this and to ensure that the correct TROs are imposed, it is recommended that the applicant undertakes a review of existing on-street TROs in the locality of the site. This will be enforced by planning condition.

It is not considered that the proposed residential accommodation and commercial/gym uses will generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed within the vicinity of the site. Notwithstanding this, it is acknowledged that a request for further traffic modelling has been received from Transport for Greater Manchester, via Highway Services, and any comments on the findings of this additional traffic modelling will be reported at the Committee.

Impact on Neighbouring Schools (Car Parking) – The comings and goings need to be weighed against the substantial activity generated by existing educational uses. Given the package of highway measures to be brought forward together with on-site parking, the impacts are considered to be acceptable and not undue.

Car Parking – The applicant is proposing to provide 173 car parking spaces throughout the site for use by residents and visitors to the commercial uses. 126 of the parking spaces would be for use by residents of the apartments and this equates to an overall provision of 60%. The number of spaces dedicated for visitors to the gym and retail element will be 40 and 7 respectively.

The level of parking provision is considered acceptable given the sustainable location of the development site and this is reflected in the comments of Highways Services who have confirmed that the level of parking provision is considered acceptable.

Car Club Provision – The applicant has indicated on the submitted highways improvement drawing (SCP/14397/F02) that a number of car club parking spaces will be provided on Old Hall Lane. While this is welcomed the applicant has been requested to confirm whether or not any of the recognised car club providers, e.g. Enterprise, have confirmed their willingness to provide such a service in that location.

Travel Plan – The applicant has submitted a Framework Travel Plan which outlines the process to be undertaken to encourage future residents of the apartments and staff of the commercial uses to utilise alternative modes of transport other than car. While this is acceptable in principle, a condition requiring the submission of a comprehensive Travel Plan is suggested.

Residential Amenity – A number factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Daylight, Sunlight and Overshadowing – Given the location of a number of residential properties to the north of the application site, specifically in relation to the proposed Gateway Building, the applicant was requested to undertake a Daylight, Sunlight and Overshadowing Assessment to determine if the new build element of the proposal would have an impact on these adjoining buildings.

Daylight and Sunlight: Eighteen sensitive locations were identified as worse-case locations for the assessment and these consisted of a number of windows at ground, first and second floor locations within the Allen Hall and Weston Hall student accommodation buildings. The assessment has revealed that the majority of the receptor locations considered achieved the relevant Building Research Establishment criteria for daylight/sunlight. However, a number of windows in the western most block of Allen Hall (3 ground floor windows, 2 first floor windows and 1 second floor window) would see a reduction, though it should be noted that the light levels reaching these 6 windows is still considered acceptable giving the urban environment in which they are located.

Overshadowing: Receptors which have the potential to be affected by the proposed development have been identified by the Building Research Establishment and include the following:

- Gardens and allotments;
- Parks and playing fields;
- Children's playgrounds;
- Outdoor swimming pools; and,
- Sitting out areas.

A desk-top study identified that there are no overshadowing receptors located in the surrounding area of the proposed development.

Impact Upon Privacy – The properties immediately surrounding the site predominantly comprise of academic and student residential properties. The character of the area is open and green, with buildings located within generous grounds, much of which is playing fields associated with the nearby educational uses. Given this, the orientation of the proposed accommodation in relation to the

properties opposite the site, the distances that will remain between the existing and proposed parts of the scheme and the perimeters and facades of surrounding properties, it is not considered that the proposal will lead to any undue loss of privacy due to overlooking.

Noise – It is not considered that the proposal will be an inherently noise generating development. It is recognised that the commercial and gym elements will require some form of ventilation/air conditioning plant installed at roof top level but the submitted acoustic report acknowledges the need for these units to generate noise levels no higher than at least 5 dB below the minimum background noise level measured in each octave band. The use of appropriate equipment and/or the incorporation of a robust acoustic insulation scheme will ensure that future residents of the development and those who adjoin it will be protected from any such plant and equipment.

In all likelihood the commercial and gym elements will also use amplified music in their daily operations. Again it is considered that appropriate acoustic insulation will ensure that residents within and adjoining the site will be protected from these sources of noise. In addition, the applicant has stated that the proposed residential accommodation will be acoustically insulated to prevent noise ingress from off-site noise sources i.e. road traffic on Wilmslow Road. This will be subject to an appropriately worded condition.

Finally, while it is accepted that the commercial and gym elements of the proposal will attract a certain amount of additional traffic to the site, whether by foot, cycle or car, it is not considered that these additional movements will be on such a scale so as to generate large amounts of noise and therefore have a detrimental impact upon existing amenity levels enjoyed within the vicinity of the site.

In conclusion, given the above it is not considered that the proposal will have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of those properties closest to the application site, accordingly it is considered that the proposal complies with Policy DM 1 in the Core Strategy and saved UDP Policy DC26.

Amenity Space – Amenity space is proposed in the form of a communal private central courtyard (currently a hard surfaced car parking area) within the Horseshoe; a covered winter garden within the Clothing Block and private gardens to the rear of it; and a general amenity garden space which is to be retained at the south western corner of the site. In addition to the above, the site is also located within close proximity to Platt Fields Park which provides numerous recreational and play opportunities. On the whole it is considered that an adequate amount of amenity space will be provided and that this element of the proposal therefore accords with Policy DM 1 in the Core Strategy and saved UDP Policy DC 5.1.

Trees – 22 trees are proposed to be felled in order to facilitate the development. Of these 16 are category C trees (low quality and amenity value) and 6 are category B trees (moderate quality and amenity value). To compensate for their loss the applicant is proposing to plant 63 individual trees throughout the site, a net gain of 41 trees. Given the level of replacement planting and the comments of the Council's

Arboricultural Officer, the impact upon the existing tree coverage is considered acceptable in this instance.

The applicant was informed of the Arboricultural Officer's concerns about the use of sycamore trees and has confirmed that they will be substituted with Sweet Gum (Liquidambar Styraciflua) instead, a move that has been welcomed.

It is considered that the proposal complies with Policies DM 1 and EN 15 in the Core Strategy.

Landscaping – The applicant has prepared a comprehensive landscaping plan for the site, the design for which has been separated into two different characters areas, namely the Wilmslow Road Frontage and site of the Gateway Building (Character Area 1) and the Courtyard, Toast Rack and Workshop, formerly the Cloth Building/Gym (Character Area 2). The landscaping scheme for Character Area 1 is sympathetic to the open, tree covered and park like character of the frontage, Wilmslow Road and surrounding university, while the landscaping plan for Character Area 2 takes inspiration from brutalist-style architecture, strong lines, reclamation of green space and pioneer planting.

The landscape proposals are further separated into more specific areas:

- Old Hall Lane Frontage and Entrance
- New Build and Wilmslow Road Frontage
- Courtyard
- Toast Rack
- Toast Rack Roof Garden
- Workshop Covered Space

Old Hall Lane Frontage and Entrance – This area consists mainly of the entrance to Gym and other commercial uses and will consist primarily of contrasting hardsurfacing materials (block paving and paving strips) and complemented with hedgerow and ground cover planting

New Build and Wilmslow Road Frontage – Trees are to be retained where possible and complemented with new specimen tree and bulb planting to enhance and maintain green frontage and setting. In addition, trees and hedging will be included within and around new car parking beneath the Gateway Building. Additional ancillary buildings, such as the bin stores, are to be screened with Ivy fencing and ground cover planting and ornamental grasses planted between the car parking to add year round interest.

Courtyard – The courtyard area within the Horseshoe and bordered by the Toast has been designed to provide an area of greenery in which to sit, relax and look out onto. Recycled resin bound glass paving is proposed to be installed under the Drum to enhanced this covered space which will be used predominantly for cycle storage, the latter of which will be partially screened from the courtyard by stainless steel panels. Feature concrete paving strips are to extend from the building supports around perimeter of the courtyard in order to create a grid pattern, central to which will be a group of birch trees. Grassed area will run along the sides of the courtyard.

Toastrack – The area beneath the Toast Rack will provide covered space for resident car parking and vehicle and pedestrian zones are to be separated through the use of flush concrete kerbing.

Toast Rack Roof Garden – The Toast Rack roof garden will consist primarily of lawn given the nature of the construction of the building.

Workshop Covered Space – This covered area will primarily be used for residential covered parking and main circulation into residential dwellings. Given that this area is covered with walls to all four sides, the planting in this space will respond to the low light and dry conditions. The use of evergreen ground cover plants and ivy trellis will add interest and screen the parked cars.

Given the comprehensive landscaping scheme proposed and the levels of tree planting referred to earlier, the overall landscaping scheme for the site is welcomed. Accordingly it is considered that the proposal complies with Policies DM 1 and EN 15 in the Core Strategy.

Ecology – Given the overgrown nature of the site and the fact that it has been closed off to the general public for some years it was considered prudent to undertake an ecology survey of the site and this took the form of a desktop study and field survey. The findings are outlined below:

Great Crested Newts – The local data search yielded no records of Great Crested Newts within 2 km of the application site boundary. In addition, no field signs of great-crested newts were found on-site and the site lacks suitable habitats such as waterbodies and hibernacula required by newts for breeding, foraging and taking refuge. Given the lack of suitable habitats on-site and infrastructural barriers between the site and local suitable habitats for Great Crested Newts, the threat posed to this species due to the current development proposals is considered negligible.

Reptiles – No field signs for reptiles were identified at the time of survey and the desk study data search found no reptile records within 2 km of the development site. Given the lack of suitable habitats on-site and the poor connectivity to wider habitats the overall potential for reptiles to be affected by the development is considered to be negligible.

Badgers – No field signs for badgers were identified at the time of survey and few local records were found for this species. The habitats on site provide limited opportunities for badgers and the immediate surrounding area provides little opportunities for badger activity and poor connectivity. Therefore, despite local records of badgers found within 2 km to the northeast of the survey site, it is unlikely that badgers are using the survey site and therefore unlikely that they will be affected by the current development plans.

Bats – The buildings on site are predominantly made up of brick and stone bases with either metal cladded roofing or flat roofing that lack voids. All buildings were inspected externally and few suitable crevices or gaps or other features associated with roosting bats were found. No evidence of roosting bats was found via the inspection. Therefore, after external inspection of the entire building, the features

suitable to support roosting bats were considered to be of negligible potential. A dusk emergence survey was also undertaken and no bats were observed emerging from the buildings. However, a number of common pipistrelle bats were observed commuting over the site. Overall, the impact of the proposal on bats is considered to be at most negligible.

Notwithstanding this, the local data search yielded several records of bat species and it is considered that the broadleaved trees on site, though lacking roosting potential, could provide some limited foraging and commuting opportunities for bats. In light of this the submitted ecology report has recommended that a number of bat boxes are installed throughout the site to attract future bat habitation. A suitably worded condition will ensure that the bat boxes are installed following completion of the building works.

Birds – It is acknowledged that the broadleaved trees on-site have the potential to support breeding birds, as a result a condition limiting the timing of the clearance of vegetation is suggested.

Other Species – Other notable species that were found via the local records data search include the West European Hedgehog which, despite some suitable surrounding habitat, is not thought to be significantly threatened by the current development proposals. Furthermore, no field signs were observed of hedgehogs within the site.

To conclude, given the finding of the ecology survey and the comments of the GMEU, it is not considered that the proposal will have a detrimental impact on the levels of ecology found throughout the site. Accordingly it is considered that the proposal complies with Policies DM 1 and EN 15 in the Core Strategy.

Environmental Standards – The various elements of the proposal will comply with or exceed Building Regulations and BREEAM criteria as follows:

- The energy efficiency rating of the Gateway Building will be 4% over Building Regulation Part L 2013 compliance standard through fabric measures only. Given the uplift in emissions compliance criteria between the current (2013) and previous (2010) iterations of Building Regulation Part L, the proposed scheme has been demonstrated to be aligned with the principles of the energy efficiency requirements and carbon dioxide emission reduction targets within policies EN4 and EN6 of the Core Strategy.
- Water management for the Gateway Building and Clothing Hall residential units will align with the regulatory standard specified to achieve a calculated daily consumption of less than 125litres/person/day through the specification of efficient water fixtures.
- Both the refurbished residential and commercial elements have been designed in accordance with the BREEAM criteria and will achieve the required 'Very Good' rating.
- The site drainage strategy will be designed to manage the surface water runoff to ensure that the peak rate and volume of surface water run-off will be no greater post-development than predevelopment.

In light of the above it is considered that the proposal complies with the aspirations of policies EN 4, EN 6 and DM 1 in the Core Strategy.

Air Quality – The applicant has commissioned and submitted an Air Quality Assessment and has concentrated this study around a number of specific sensitive receptors around the site (see below) as well as points located at set distances from the site:

- Thorne House, Wilmslow Road,
- Allen Hall Halls of Residence
- Weston Court
- St James Primary School
- Ashburne Hall Halls of Residence
- Old Hall Lane

The assessment has confirmed that during the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. Assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition will ensure that appropriate dust management measures are implemented during the construction phase.

It its recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposals, i.e. the comings and going of residents and visitors to the commercial elements. However, assessments using detailed dispersion modelling (the mathematical simulation of how air pollutants disperse in the ambient atmosphere) have indicated that impacts on annual mean NO_2 (Nitrous Dioxide) and PM_{10} (Particulate matter) levels are predicted to be negligible at all sensitive receptor locations considered. The overall significance of potential impacts was determined to be not significant, in accordance with the Environmental Protection UK and Institute of Air Quality Management guidance.

Dispersion modelling was also undertaken in order to predict pollutant concentrations across the proposed development site in order to assess the potential for future residents of the scheme to be exposed to poor air quality. This indicated that annual mean NO_2 and PM_{10} concentrations would be below the relevant Air Quality Objectives across the site. As a result, it concluded that the site is suitable for residential usage with regards to air quality and that mitigation measures are not required.

As a result of the above findings it is considered that the proposal will not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it. This element of the proposal therefore complies with Policy DM 1 in the Core Strategy.

Waste Management – Bin stores for use by residents will be located at five locations throughout the site, and will include standard waste and recycling bins. These have

been sited so as to be accessible and convenient both for residents, as well as refuse vehicles. Five main communal bin stores are provided across the site.

- The communal bin store for use of residents within the Gateway Building is located externally to the north east of the building adjacent to the site's north east access point.
- Bin stores to serve residents of the Horseshoe and Toast Rack Tower are located at ground floor level beneath the Toast Rack.
- An additional bin store is located at the northern end of the Clothing Block, to serve residents of this building, along with a number of smaller bin enclosures within the winter garden space of the Clothing Block

The number of bins to be provided are as follows:

- 22 general refuse 1,100 litre bins
- 11 pulpable recycling1,100 litre bins
- 49 mixed recycling 240 litre bins
- 5 food waste 240 litre bins

Each apartment will be provided with space for internal storage of refuse and recycled waste within the kitchen area. Residents will be responsible for the transfer of waste to the above mentioned communal bin stores catering for refuse, paper, glass and cans. Bins will then be emptied into refuse vehicles which will be able to access the site from Old Hall Lane, and exit via Cromwell Range without the need to use a reverse gear.

Whilst the level of refuse generated by the leisure and retail uses will be minimal, what refuse is produced will be managed on site, and connected in to the residential refuse disposal arrangements.

The proposed waste management scheme complies with Policy EN 19 in the Core Strategy.

Cycle Parking – A total of 252 secure cycle storage spaces are proposed, 210 of which will be provided for the use of residents only which represents a 100% residential provision. The other 42 cycle parking spaces will be for visitors to the retail and gym facilities. The storage areas will be distributed throughout the site and consist of:

- A standalone pavilion to the south of the Gateway Building which will house secure bicycle storage (1no. per Gateway Building apartment).
- A cycle parking area beneath The Drum for use by residents of the Horseshoe and Toast Rack buildings.
- 2 bike stores within the covered area of the Clothing Block.

The level of cycle storage provision is welcomed and meets the aspirations of Policy T 2 in the Core Strategy.

Crime and Security – Robust perimeter fencing and a series of gates and fencing are proposed throughout the site to ensure that the site has public (access available

24 hours), semi-private (access available within open hours/remote access out of hours) and private areas (remote access by control panel/fob for residents only). In addition, given the orientation of the proposed accommodation and the comings and going associated with the commercial elements, the whole site will be subject to high levels of natural surveillance. The above, coupled with the use of British Standard approved locks and window lamination and separate entrances to the residential and retail / leisure elements will make sure that the site is secure for future residents and visitors, thereby complying with Policy DM 1 in the Core Strategy.

The development will be required to achieve *Secured by Design* accreditation.

Impact upon TV Signals – The applicant has submitted an impact assessment that confirms that existing properties already suffer from degraded reception due to the large buildings already in the line of site of the aerials and the continuing development of the area. It also states that most residents also have access to satellite signals which will not be affected by the proposed development.

The findings of the survey are that the additional signal degradation as a result of the proposal will be negligible, with properties closest to the development suffering slightly more due to the proximity of the new building. The survey also confirmed that digital television signal strength in this area is generally strong enough to overcome the attenuation caused by the building development. Despite these findings it is considered prudent to attach a condition to any approval granted which requires the applicant to undertake further reception surveys should complaints be received during and after construction.

Wind Assessment – The applicant's Wind Assessment Report has predicted the Gateway Building's façade will produce wind downwash when exposed to 150° and 180° wind directions. It has suggested a number of mitigation measures which the applicant has incorporated to avoid impacts upon pedestrians.

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

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

Recommendation 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.

Conditions to be attached to the decision

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 stamped as received on 15th February 2016 and 30th June 2016:

1. ENVIRONMENTAL STATEMENT,
2. ENVIRONMENTAL STATEMENT NON-TECHNICAL SUMMARY,
3. PLANNING AND REGENERATION STATEMENT,
4. DAYLIGHT, SUNLIGHT AND OVERSHADOWING ASSESSMENT,
5. DESIGN AND ACCESS STATEMENT,
6. DESIGN AND ACCESS STATEMENT (OLLIER SMURTHWAITE),
7. ENVIRONMENTAL STANDARDS STATEMENT
8. AIR QUALITY ASSESSMENT,
9. TRANSPORT ASSESSMENT,
10. TRANSPORT TECHNICAL NOTE,
11. RESIDENTIAL PLANNING NOISE REPORT,
12. STATEMENT OF COMMUNITY INVOLVEMENT,
13. WIND ASSESSMENT REPORT,
14. CRIME IMPACT STATEMENT,
15. ARBORICULTURAL REPORT,
16. PRE-CONSTRUCTION SIGNAL RECEPTION IMPACT SURVEY,
17. TALL BUILDINGS STATEMENT,
18. GEO-ENVIRONMENTAL SITE ASSESSMENT,
19. FRAMEWORK TRAVEL PLAN,
20. PRELIMINARY ECOLOGICAL APPRAISAL,
21. HERITAGE STATEMENT,
22. PHASE 1 FLOOD RISK ASSESSMENT,
23. BAT SURVEY REPORT,
24. BAT EMERGENCE REPORT,
25. A229_P_05 EXISTING WORKSHOP PLANS - GND & FIRST FLOOR,
26. A229_P_06 EXISTING WORKSHOP ROOF PLAN ,
27. A229_P_07 EXISTING WORKSHOP ELEVATIONS - NORTH & SOUTH,
28. A229_P_08 EXISTING WORKSHOP ELEVATIONS - EAST & WEST,
29. A229_P_09 EXISTING WORKSHOP SECTION - AA, BB & CC,
30. A229_P_10 EXISTING WORKSHOP SECTION - DD & EE,
31. A229_P_15B PROPOSED WORKSHOP - GND FLOOR PLAN,

32. A229_P_16A PROPOSED WORKSHOP - FIRST FLOOR PLAN,
33. A229_P_17A PROPOSED WORKSHOP - 2ND FLOOR PLAN,
34. A229_P_18A PROPOSED WORKSHOP - 3RD FLOOR PLAN,
35. A229_P_19A PROPOSED WORKSHOP - ROOF PLAN,
36. A229_P_40A PROPOSED WORKSHOP ELEVATIONS - NORTH & SOUTH ,
37. A229_P_41A PROPOSED WORKSHOP ELEVATIONS - EAST & WEST,
38. A229_P_50A PROPOSED WORKSHOP SECTION - AA, BB & CC,
39. A229_P_51A PROPOSED WORKSHOP SECTION - DD & EE,
40. A229_P_100 PROPOSED WORKSHOP SOUTH BAY DETAIL,
41. A229_P_101 PROPOSED WORKSHOP EAST BAY DETAIL ,
42. A229_P_102 PROPOSED WORKSHOP NORTH BAY DETAIL,
43. A229_P_S01 LOCATION PLAN,
44. A229_P_S02 EXISTING BLOCK PLAN,
45. A229_P_S03 EXISTING KEY PLAN,
46. A229_P_S04 EXISTING TOPO PLAN,
47. A229_P_S05 EXISTING ELEVATIONS - NORTH & SOUTH,
48. A229_P_S06 EXISTING ELEVATIONS - EAST & WEST,
49. A229_P_S15 PROPOSED ELEVATIONS - NORTH & SOUTH,
50. A229_P_S16 PROPOSED ELEVATIONS - EAST & WEST,
51. A229_P_02D PROPOSED SITE PLAN,
52. A229_C_461 SOFFITT DETAILS,
53. A229_C_462 ROOF EDGE DETAILS,
54. A229_C_463 BALCONY DETAIL,
55. A229_P_20C PROPOSED NEWBUILD GND FLOOR PLAN,
56. A229_P_21A PROPOSED NEWBUILD FIRST FLOOR PLAN,
57. A229_P_22B PROPOSED NEWBUILD 2ND FLOOR PLAN,
58. A229_P_23B PROPOSED NEWBUILD 3RD FLOOR PLAN,
59. A229_P_24B PROPOSED NEWBUILD 4TH FLOOR PLAN,
60. A229_P_25B PROPOSED NEWBUILD 5TH FLOOR PLAN,
61. A229_P_26B PROPOSED NEWBUILD 6TH FLOOR PLAN,
62. A229_P_27B PROPOSED NEWBUILD 7TH FLOOR PLAN,
63. A229_P_28B PROPOSED NEWBUILD 8TH FLOOR PLAN,
64. A229_P_29B PROPOSED NEWBUILD 9TH FLOOR PLAN,
65. A229_P_30B PROPOSED NEWBUILD 10TH FLOOR PLAN,
66. A229_P_31B PROPOSED NEWBUILD 11TH FLOOR PLAN,
67. A229_P_32 PROPOSED NEWBUILD ROOF PLAN
68. A229_P_33 PROPOSED NEWBUILD BASEMENT FLOOR PLAN,
69. A229_P_45 PROPOSED GATEWAY NORTH ELEVATION,
70. A229_P_46 PROPOSED GATEWAY EAST ELEVATION,
71. A229_P_47 PROPOSED GATEWAY SOUTH ELEVATION,
72. A229_P_48 PROPOSED GATEWAY WEST ELEVATION,
73. A229_P_55 PROPOSED GATEWAY SECTION AA,
74. A229_P_56 PROPOSED GATEWAY SECTION BB,
75. A229_P_105 PROPOSED GATEWAY BAY DETAILS,
76. A229_P_106 PROPOSED GATEWAY ENTRANCE DETAILS,
77. A229_P_110 PROPOSED GATEWAY PAVILION DETAILS,
78. 11041_UG_L01 LANDSCAPE MASTERPLAN,
79. 11041_UG_L02 HARD LANDSCAPE PLAN 1,
80. 11041_UG_L03 HARD LANDSCAPE PLAN 2,
81. 11041_UG_L04 FENCING AND FURNITURE 1,

82. 11041_UG_L05 FENCING AND FURNITURE 2,
83. 11041_UG_L06 PLANTING PLAN 1,
84. 11041_UG_L07 PLANTING PLAN 1,
85. 11041_UG_L09 LANDSCAPE SUPPORTING NOTES,
86. 11041_LANDSCAPE STRATEGY,
87. SCP/14397/F02,
88. AL(05)001 EXISTING SITE LOCATION PLAN
89. AL(05)002 EXISTING SITE PLAN
90. AL(05)010 EXISTING GROUND FLOOR PLAN
91. AL(05)011 EXISTING FIRST FLOOR PLAN
92. AL(05)012 EXISTING SECOND FLOOR PLAN
93. AL(05)013 EXISTING THIRD FLOOR PLAN
94. AL(05)014 EXISTING FOURTH FLOOR PLAN
95. AL(05)015 EXISTING FIFTH FLOOR PLAN
96. AL(05)016 EXISTING SIXTH FLOOR PLAN
97. AL(05)017 EXISTING SEVENTH FLOOR PLAN
98. AL(05)018 EXISTING ROOF DECK
99. AL(05)019 EXISTING ROOF PLAN
100. AL(05)030 EXISTING ELEVATION AA
101. AL(05)031 EXISTING ELEVATION BB
102. AL(05)032 EXISTING ELEVATION CC
103. AL(05)033 EXISTING ELEVATION DD
104. AL(05)034 EXISTING ELEVATION EE
105. AL(05)035 EXISTING ELEVATION FF
106. AL(05)040 EXISTING SECTION AA
107. AL(05)041 EXISTING SECTION BB
108. AL(05)042 EXISTING SECTION CC
109. AL(05)043 EXISTING SECTION DD
110. AL(05)044 EXISTING SECTION EE
111. AL(05)045 EXISTING SECTION FF
112. AL(05)050 EXISTING MATERIAL ELEVATION AA
113. AL(05)051 EXISTING MATERIAL ELEVATION BB
114. AL(05)052 EXISTING MATERIAL ELEVATION CC
115. AL(05)053 EXISTING MATERIAL ELEVATION DD
116. AL(05)054 EXISTING MATERIAL ELEVATION AA
117. AL(05)055 EXISTING MATERIAL ELEVATION EE
118. AL(05)056 EXISTING MATERIAL ELEVATION CC
119. AL(05)057 EXISTING MATERIAL ELEVATION FF
120. AL(05)070 EXISTING DETAIL - TOASTRACK
121. AL(05)071 EXISTING DETAIL - TOASTRACK
122. AL(05)072 EXISTING DETAIL - HORSESHOE
123. AL(05)073 EXISTING DETAIL - HORSESHOE
124. AL(05)080 PROPOSED CGI - OLD HALL LANE - TR
125. AL(05)081 PROPOSED CGI - OLD HALL LANE - HS
126. AL(05)082 PROPOSED VIS - INNER COURTYARD
127. AL(05)102 PROPOSED SITE PLAN
128. AL(05)102 PROPOSED COMBINED SITE PLAN
129. AL(05)110 PROPOSED GROUND FLOOR PLAN
130. AL(05)111 PROPOSED FIRST FLOOR PLAN
131. AL(05)112 PROPOSED SECOND FLOOR PLAN

132. AL(05)113 PROPOSED SECOND FLOOR DECK PLAN
133. AL(05)114 PROPOSED THIRD FLOOR PLAN
134. AL(05)115 PROPOSED THIRD FLOOR DECK PLAN
135. AL(05)116 PROPOSED FOURTH FLOOR PLAN
136. AL(05)117 PROPOSED FOURTH FLOOR DECK PLAN
137. AL(05)118 PROPOSED FIFTH FLOOR PLAN
138. AL(05)120 PROPOSED SIXTH FLOOR PLAN
139. AL(05)121 PROPOSED SEVENTH FLOOR PLAN
140. AL(05)122 PROPOSED ROOF DECK
141. AL(05)123 PROPOSED ROOF PLAN
142. AL(05)124A PROPOSED LANDSCAPE PLAN
143. AL(05)130 PROPOSED ELEVATION AA
144. AL(05)131 PROPOSED ELEVATION BB
145. AL(05)132 PROPOSED ELEVATION CC
146. AL(05)133 PROPOSED ELEVATION DD
147. AL(05)134 PROPOSED ELEVATION EE
148. AL(05)135 PROPOSED ELEVATION FF
149. AL(05)140 PROPOSED SECTION AA
150. AL(05)141 PROPOSED SECTION BB
151. AL(05)142 PROPOSED SECTION CC
152. AL(05)143 PROPOSED SECTION DD
153. AL(05)144 PROPOSED SECTION EE
154. AL(05)145 PROPOSED SECTION FF
155. AL(05)150 TR - PROPOSED GROUND FLOOR PLAN
156. AL(05)151 TR - PROPOSED FIRST FLOOR PLAN
157. AL(05)152 TR - PROPOSED SECOND FLOOR PLAN
158. AL(05)153 TR - PROPOSED SECOND FLOOR DECK PLAN
159. AL(05)154 TR - PROPOSED THIRD FLOOR PLAN
160. AL(05)155 TR - PROPOSED THIRD FLOOR DECK PLAN
161. AL(05)156 TR - PROPOSED FOURTH FLOOR PLAN
162. AL(05)157 TR - PROPOSED FOURTH FLOOR DECK PLAN
163. AL(05)158 TR - PROPOSED FIFTH FLOOR PLAN
164. AL(05)159 TR - PROPOSED SIXTH FLOOR PLAN
165. AL(05)160 TR - PROPOSED SEVENTH FLOOR PLAN
166. AL(05)161 TR - PROPOSED ROOF DECK PLAN
167. AL(05)162 TR - PROPOSED ROOF PLAN
168. AL(05)163 HS - WING - PROPOSED GROUND FLOOR PLAN
169. AL(05)164 HS - WING - PROPOSED FIRST FLOOR PLAN
170. AL(05)165 HS - PROPOSED FIRST FLOOR
171. AL(05)170 TYPE A3,A3-1,A4,A4-1 - HORSE SHOE
172. AL(05)171 TYPE B1,B2,B3 - 2 BED DUPLEX
173. AL(05)172 TYPE C1 & C2 - 3 BED DUPLEX
174. AL(05)173 TYPE D1, D2, D3 - 2 BED DUPLEX
175. AL(05)174 TYPE D4 - 2 BED DUPLEX
176. AL(05)175 TYPE E1 & E2 - 3 BED DUPLEX
177. AL(05)176 TYPE F1 - 1 BED UNIT
178. AL(05)177 TYPE G1 - 4 BED DUPLEX
179. AL(05)178 TYPE H1 - 4 BED - 2 FLOORS
180. AL(05)179 TYPE J1 - 3 BED - 2 FLOORS
181. AL(05)180 TYPE K1,K2,L1 - HORSE SHOE

182. AL(05)190 TYPE B1 - SECTION - 2ND FLOOR
183. AL(05)191 TYPE D1 - SECTION - 3RD FLOOR
184. AL(05)192 TYPE E1 - SECTION - 4TH FLOOR
185. AL(05)193 TYPE B2 - SECTION - 5TH FLOOR
186. AL(05)194 TYPE J1 - SECTION - 6TH & 7TH FLOOR
187. AL(05)195 TYPE H1 - SECTION - 6TH & 7TH FLOOR
188. AL(05)200 PROPOSED MATERIAL ELEVATION AA
189. AL(05)201 PROPOSED MATERIAL ELEVATION BB
190. AL(05)202 PROPOSED MATERIAL ELEVATION CC
191. AL(05)203 PROPOSED MATERIAL ELEVATION DD
192. AL(05)204 PROPOSED MATERIAL ELEVATION AA
193. AL(05)205 PROPOSED MATERIAL ELEVATION EE
194. AL(05)206 PROPOSED MATERIAL ELEVATION CC
195. AL(05)207 PROPOSED MATERIAL ELEVATION FF
196. AL(05)210 PROPOSED DETAIL - TOASTRACK
197. AL(05)211 PROPOSED DETAIL - TOASTRACK
198. AL(05)212 PROPOSED DETAIL - HORSESHOE
199. AL(05)213 PROPOSED DETAIL - HORSESHOE
200. AL(05)214 PROPOSED DETAIL - HORSESHOE
201. AL(05)215 PROPOSED DETAIL - TOASTRACK
202. AL(05)220 PROPOSED DETAILS 01
203. AL(05)221 PROPOSED DETAILS 02
204. AL(05)222 PROPOSED DETAILS 03
205. AL(05)223 PROPOSED DETAILS 04
206. AL(05)224 PROPOSED DETAILS 05
207. AL(05)225 PROPOSED DETAILS 06
208. AL(05)226 PROPOSED DETAILS 07
209. AL(05)227 PROPOSED DETAILS 08
210. AL(05)228 PROPOSED DETAILS 09
211. AL(05)229 PROPOSED DETAILS 10
212. AL(05)230 PROPOSED DETAILS 11
213. AL(05)231 PROPOSED DETAILS 12
214. AL(05)232 PROPOSED DETAILS 13
215. AL(05)233 PROPOSED DETAILS 14
216. AL(05)234 PROPOSED DETAILS 15
217. AL(05)240 PROPOSED PLAN DETAIL 01
218. AL(05)241 PROPOSED PLAN DETAIL 02
219. AL(05)242 PROPOSED PLAN DETAIL 03
220. AL(05)243 PROPOSED PLAN DETAIL 04
221. AL(05)250 PROPOSED CGI - OLD HALL LANE - TR
222. AL(05)251 PROPOSED CGI - OLD HALL LANE - HS
223. AL(05)252 PROPOSED CGI - INNER COURTYARD
224. AL(05)260 PROPOSED GROUND FLOOR PLAN - RCP
225. AL(05)261 PROPOSED FIRST FLOOR PLAN - RCP
226. AL(05)262 PROPOSED SECOND FLOOR PLAN - RCP
227. AL(05)263 PROPOSED SECOND FLOOR DECK PLAN - RCP
228. AL(05)264 PROPOSED THIRD FLOOR PLAN - RCP
229. AL(05)265 PROPOSED THIRD FLOOR DECK PLAN - RCP
230. AL(05)266 PROPOSED FOURTH FLOOR PLAN - RCP
231. AL(05)267 PROPOSED FOURTH FLOOR DECK PLAN - RCP

232. AL(05)268 PROPOSED FIFTH FLOOR PLAN - RCP
233. AL(05)269 PROPOSED SIXTH FLOOR PLAN - RCP
234. AL(05)270 PROPOSED SEVENTH FLOOR PLAN - RCP
235. AL(05)271 PROPOSED ROOF DECK - RCP
236. AL(05)310 GROUND FLOOR PLAN - DEMOLITION
237. AL(05)311 FIRST FLOOR PLAN - DEMOLITION
238. AL(05)312 SECOND FLOOR PLAN - DEMOLITION
239. AL(05)313 THIRD FLOOR PLAN - DEMOLITION
240. AL(05)314 FOURTH FLOOR PLAN - DEMOLITION
241. AL(05)315 FIFTH FLOOR PLAN - DEMOLITION
242. AL(05)316 SIXTH FLOOR PLAN - DEMOLITION
243. AL(05)317 SEVENTH FLOOR PLAN - DEMOLITION
244. AL(05)318 EIGHTH FLOOR PLAN - DEMOLITION
245. AL(05)319 ROOF PLAN - DEMOLITION
246. AL(05)320 GROUND FLOOR PLAN - DEMOLITION - GYM
247. AL(05)321 FIRST FLOOR PLAN - DEMOLITION - GYM
248. AL(05)322 SECOND FLOOR PLAN - DEMOLITION - GYM
249. AL(05)323 THIRD FLOOR PLAN - DEMOLITION - GYM
250. AL(05)330 ELEVATIONS - TOAST RACK - DEMOLITION
251. AL(05)331 ELEVATIONS - HORSE SHOE - DEMOLITION

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

3) The external facing materials to be used on all external elevations shall not be installed until samples and specifications of all materials have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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

4) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to Policies DM1 in the Core Strategy Development Plan Document and saved UDP Policy DC26.

5) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Wilmslow Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved

noise insulation scheme shall be completed before any of the dwelling units are occupied.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to Policies DM1 in the Core Strategy Development Plan Document and saved UDP Policy DC26.

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

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

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 Core Strategy Development Plan Document and saved UDP Policy DC26.

7) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

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

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

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

9) The premises shall not be open outside hours to be agreed in writing by the City Council as local planning authority.

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

10) The external areas associated within any food and drink use within the application site shall only be used in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority, and shall not allow for the use of amplified sound or any music in these external areas at any time.

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

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

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

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

1. details of construction and demolition waste management;
2. details of pollution prevention (including noise, vibration);
3. dust control measures;
4. details of any lighting scheme proposed during construction;
5. details of site access, working and safety zones, together with temporary fencing proposals for the site access and site perimeter.

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

13) The wheels of contractors' vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

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

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

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

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

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

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

15) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

16) The hard and soft landscaping scheme approved by the City Council as local planning authority, shown on drawing refs 11041_UG_L01 to L07 and L09, shall be implemented not later than 12 months from the date the buildings are 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 Core Strategy.

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

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

18) Prior to occupation of the development hereby approved, the off-site highway works as shown on drawing no. SCP/14397/F02 shall be implemented and thereafter maintained in accordance with the approved details.

Reason - In the interests of pedestrian and highway safety, pursuant to Policy DM1 of the Core Strategy Development Plan Document.

19) Within 1 month of the commencement of development hereby approved, a report identifying and evaluating the existing Traffic Regulation Orders along Cromwell Range, Old Hall Lane and Wilmslow Road shall be submitted to and approved in writing by the City Council as local planning authority. In the event of the report identifying the need to enhance and create additional Traffic Regulation Orders, the development shall not occupied until those Traffic Regulations has been put in place.

Reason - In the interests of pedestrian and highway safety, pursuant to Policy DM1 of the Core Strategy Development Plan Document

20) No vegetation clearance or building demolition should occur between the 31st March and 31st August in any one year unless nesting birds have been shown to be absent by a suitably qualified person and this has been agreed in writing by the City Council as 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 Core Strategy.

21) No part of the development hereby approved shall be occupied until details of the replacement bat roost(s), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as 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 Core Strategy Development Plan Document

22) Within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area, a study of the existing television signal within the potential impact area, as previously identified in the Pre-Construction Signal Reception Impact Survey prepared by Astbury, shall be undertaken and an assessment of the survey results obtained and submitted to the City Council as local planning authority. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey detailed in Pre-Construction Signal Reception Impact Survey and a timetable for the implementation, if required, of any remediation measures.

Reason - To ensure that the development at least maintains the existing level and quality of television signal reception, in the interests of residential amenity, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

23) Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public combined sewerage system either directly or indirectly.

The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core

Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG

24) Prior to the commencement of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the Local Planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

a. The arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a Resident's Management Company; and
b. Arrangements concerning appropriate funding mechanisms for its ongoing maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as ongoing inspections relating to performance and asset condition assessments, operation costs, regular maintenance, remedial woks and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

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 Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG

25) Before the development hereby approved is first occupied a Travel Plan, developed in accordance with the agreed Framework Travel Plan (SCP December 2015) document, shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development

ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time

iii) mechanisms for the implementation of the measures to reduce dependency on the private car

iv) measures for the delivery of specified travel plan services

v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local

planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 111282/FO/2016/S1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

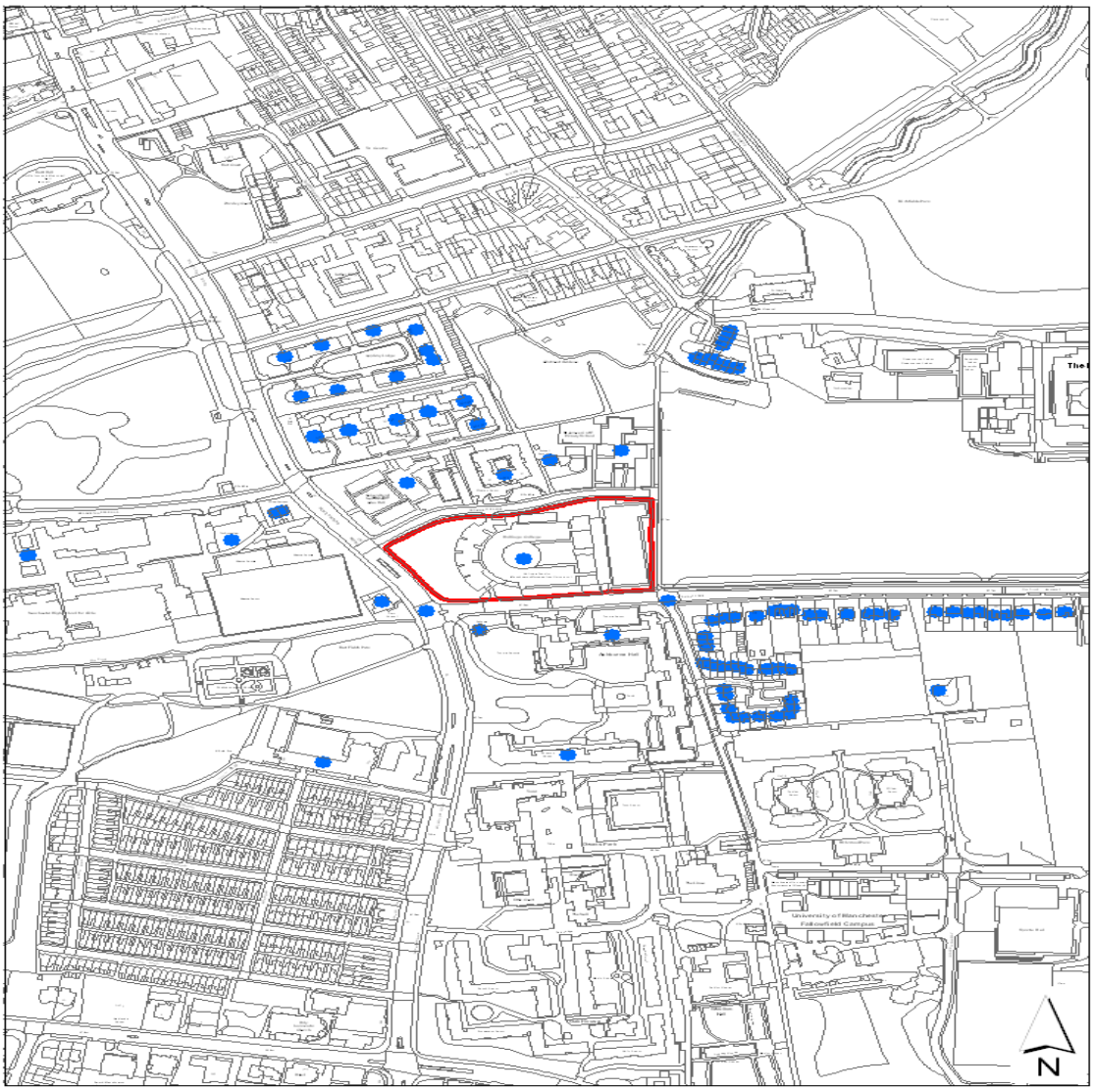
United Utilities Water PLC
Historic England (North West)
Environment Agency
Transport for Greater Manchester
Twentieth Century Society
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
South East Fallowfield Residents Association
Rusholme & Fallowfield Civic Society
National Planning Casework Unit
South Manchester Regeneration - South SRF
A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Historic England (North West)
Greater Manchester Ecology Unit
Greater Manchester Police
South East Fallowfield Residents Association
United Utilities Water PLC

Manchester High School for Girls, Grangethorpe Road,
St James CE Primary School, Cromwell Range,
41, 71 Appleby Lodge, Wilmslow Road,
2A Egerton Road,
12 Clifton Avenue,
59 Mabfield Road
123 Old Hall Lane,
22 Park Range,
18 Redshaw Close,
4, 15, 72 Thorne House, Wilmslow Rd,

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



Application site boundary ● Neighbour notification