

## List No. 6

<b>City Centre Ward</b>	<b>Application Number</b> 079014/FO/2006/C3	<b>Date of Appln</b> 13th Oct 2006	<b>Committee Date</b> 21st Dec 2006
<b>Proposal</b>	Erection of a 20 storey building comprising ground floor commercial uses including Use Classes A1 (shop), A2 (financial and professional services), A3 (restaurant/cafe) and B1 (business) with 87 residential units (Use Class C3) above		
<b>Location</b>	17 New Wakefield Street, Manchester, M1 5NJ,		
<b>Applicant</b>	Inglebrae Ltd Ground Floor West, Lowry Hotel, 50 Dearmans Place, Chapel Wharf, Manchester, M3 5LH		
<b>Agent</b>	Hodder Associates 113-115 Portland Street, Manchester, M1 6DW		

### Description

This application relates to a 0.045 hectare site immediately to the south of Oxford Road Railway Station. The site is bounded by Great Marlborough Street and New Wakefield Street to the west and north, and there are commercial and residential buildings to the east and south. Several buildings forming part of the Macintosh Village scheme immediately to the west of the site have been developed, including the 12 storey Green building, located on the opposite side of Great Marlborough Street. To the north is the Grade II listed Oxford Road Station and east, on Oxford Road, is the Grade II\* listed Palace Hotel (former Refuge Assurance Building) with its prominent clock tower.

Planning permission is sought for the erection of a 20 storey building comprising ground floor commercial uses with 87 flats above. The 87 flats are made up by 10 x studio units, 18 x one bed units, and 59 x two bed units.

A total of 29 apartments are contained within a three-storey podium and within a seven storey bookend (to New Wakefield Street) and a sixteen storey bookend (to Great Marlborough Street). These are clad in salt grazed terracotta. A further 59 apartments are contained in two silver anodised aluminium clad towers. Terracotta coloured infill panels and silver anodised aluminium windows complete the palette of proposed materials.

The ground floor comprises active uses fronting New Wakefield Street and Great Marlborough Street. The apartments above are arranged around three sides of a core.

The site is limited in size and as such there is no scope for providing on site parking and the development would be marketed as such. As part of the application a Transport Assessment has been carried out which concludes that the site is highly accessible by public transport. In addition, the developer would look at joining a car club initiative and it is expected that such a system would be introduced as part of the development either as part of a city wide scheme or as a private enterprise. The developer is also looking at securing contract spaces for visitors within the adjacent 6-storey NCP car park on Great Marlborough Street. 22 secure bicycle parking spaces would be located within the ground floor of the proposed development.

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The development is expected to achieve a BREEAM rating of at least 'very good'. Refuse and recycling facilities would be located on the ground floor.

In support of the application the following information has been supplied:

- an Architectural Report including a design statement
- a Tall Buildings Statement
  - a Transport Assessment;
  - a pedestrian wind report;
  - a contextual model of the proposal and photomontages;
  - shading and sun path diagrams;
- an acoustic report;
- a TV Reception report
- a desk based Archaeological Assessment and
- a Structural Soils Desk Study Report

Planning permission was refused on 7 September 2001 for a 20 storey cylindrical tower on this site (planning ref. 061659/FO/CITY3/01). The reasons for refusal included that the proposal related poorly to the site boundaries and failed to hold the corner of the two streets; the proposal would have resulted in a building which was over-dominant and out of scale with its surroundings and would have resulted in a tall, cylindrical building which had no urban design architectural historic regard or relationship to other buildings or physical forms within the local and wider City Centre context.

## **Consultations**

Publicity - The application has been advertised as a major development and as one affecting the setting of listed buildings. Occupiers of buildings surrounding the site were consulted on the proposal. 17 letters/emails have been received (one of which has been signed by 9 adjacent occupiers) all objecting to the proposed development. The concerns mostly relate to the height of the proposed building, its impact on adjacent buildings and the lack of parking proposed. Further issues commented upon include:

Over development of a small corner plot, out of character and scale with the surrounding buildings; would dominate the area; proposal goes against grain of the area; site should be developed in similar style/height to existing buildings; would reduce light; overshadow the 10 storey Green Building and River Street, would reduce effectiveness of solar panels and wind turbine within the Green Building; concern over loss of privacy and overlooking; concern over lack of adequate refuse provision; would detract from the listed former Refuge Assurance Building clock tower; Oxford Road Station and Cornerhouse; concern over number of one and two bed spaces proposed, would prefer more family size accommodation; disturbance to TV reception; very little parking

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available in area; vehicles generated by proposal would add to problems in the area; lack of dedicated parking spaces for disabled occupants; area is very short of green space and would have hoped that an open area could have been incorporated in the design for all residents in the area to enjoy, impact of commercial uses on residents in terms of noise and litter; noise and dirt during construction; road closures and disruption during construction in a dense area, impact on nursery in Green Building during construction, impact on resale values

Manchester Conservation Areas and Historic Buildings Panel - The Panel noted that the proposal was a well designed 'tower' but felt strongly that this was not the correct location for a tall building. The Panel saw no justification for a 'tower' in the location proposed, noting that it was not 'gateway' site. The Panel found the proposal to be gratuitous, noting that the application related only to part of the urban block in development terms. The Panel noted that the area is generally one of small-scale buildings, and concern was expressed about the knock-on effect of further applications for more towers on adjacent sites. Panel also noted that the slender tower of the nearby Refuge Assurance building is only tall, dominant feature in the area. The proposed tower would serve only to compete with this historic tower at the Grade II\* listed building.

The Panel requested that the City Council prepare a masterplan for this area of the city, would help to appropriately position tall buildings.

Recommend - Refuse.

Environmental Services - Green Team

Express serious concern about the impact the proposed development is likely to have on the Green Building. The solar thermal panels would be overshadowed in the morning, thereby reducing the hot water output. There is also serious concern about the impact on the current electricity output of the existing wind turbine. An EcoHomes pre-assessment describing how the development will achieve a 'Very Good' rating should be submitted. The location development, adjacent to the Bridgewater Canal and within range of the existing population would be ideal for provision of Black Redstart habitat. This should be provided to the roof of the proposed development, following more detailed discussion with the Green City Team.

Head of Engineering Services - No adverse comments received

Head of Regulatory Services (Contaminated land) - no objections subject to conditions

Director of Housing - No objections received.

English Heritage - No objections

GMPTA - The use of this site for high-density residential development is supported as it maximises the benefits of the site's excellent public transport accessibility. Have requested that the developer contributes to improvements to the pedestrian environment and submit a travel plan.

Greater Manchester Police - No objections

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Network Rail - No objections subject to conditions, have raised issues relating to the construction process and contributions to improvements to Oxford Road Station that have been passed to the applicant.

Environment Agency - objects to the proposed development as the site lies within an area liable to flood. Request the applicant prepare and submit a flood risk assessment for the site.

### Issues

Unitary Development Plan - The area offer considerable potential for development (policy RC20 Area 20) with environmental improvement and the creation of housing being stated objectives. At this strategic level, the broad scope of the application is acceptable in principle. The scheme also complies with the UDP's general policies concerning regeneration (policy R1.1) through development of a vacant site, mixed uses (policy RC3) and housing provision (policy RC11). Where development is near to listed buildings it should preserve and enhance their setting (policies E2.7 and DC19).

The Scheme's Contribution to Regeneration -Regeneration is an important planning consideration. Over the past ten years the City Council has had a considerable amount of success in terms of regenerating the City Centre. The work in the City Centre Renewal area, Piccadilly, Spinningfields, the G-Mex area, Northern Quarter and Castlefield are all good examples of this. However, much remains to be done, particularly in the southern part of the City Centre, both in terms of integrating it with the remainder of the City Centre and in terms of ensuring that nearby communities fully benefit from its proximity to the City Centre.

Whilst a considerable amount of development has been undertaken around the Cambridge Street area much remains to be done and a development of this site with a very high quality scheme would make a considerable contribution to maintaining momentum in this area. A key issue in this respect is the need to overcome the physical and psychological barrier created by the railway viaduct. To do this, the site should provide a critical mass of development in this location, which would help to transform people's perceptions of this part of the City Centre. The scale and mass of development and the activities involved are all crucial to this and the scheme has much to commend it in this respect.

Similarly, the site can be seen as a gateway into the southern part of the City Centre and act as a 'marker'/orientation point, particularly for the Oxford Road station.

The scheme can therefore be seen to make a significant contribution to the regeneration of this part of the City Centre in terms of its function, expansion, environment, linkages, permeability, activity and integration.

The scale and form of the development - The proposed building would be higher than most of its immediate neighbours and to this extent, at 20 storeys, would fall into the definition of a 'tall building'. Careful consideration needs to be given to whether the scheme has been fully justified in these terms in accordance with relevant policies. This is a corner site situated close to an important railway station and railway viaduct. These circumstances, and particularly the relationship of the station, mean a convincing case could be

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made for setting a tall building here. It would provide a helpful city centre reference and orientation point for the station and would create high activity levels close to the railway viaduct and the station.

The overall massing of the proposed building and the shape of the tower responds appropriately to the surrounding context of buildings and the podium has been designed to relate carefully to the height of adjoining buildings. It is important to recognise that whilst the existing buildings on New Wakefield Street are small, there are many large buildings in this area generally, particularly in terms of ground coverage and mass. This is an important point as some consultees and neighbours have suggested that buildings are small scale in this area but this is a very localised perspective and the reality is that there are very large buildings very nearby and permission has been granted for two twenty storey buildings as part of Macintosh Village. This proposal is significantly different to the previously refused scheme on this site and addresses the design concerns raised within the refusal.

The building would be of a contemporary design, that would sit well within its context. In terms of nearby listed buildings, most notably the Grade II listed Oxford Road Station that sits to the north of the site and the Grade II\* Refuge Assurance Building on Oxford Street to the west, it is considered that the proposed building, although being taller, would not appear over-dominant when viewed from various locations around the site. The relationship between these buildings is typical of the rest of the city centre where a varying streetscape is present. In addition, the contemporary nature of the proposed building is considered an important factor in allowing it to sit comfortably visually in relation to nearby historic buildings and structures. The proposed building is of a high standard of design and incorporates high quality materials, and is appropriate on this currently vacant site.

For these reasons the building would not adversely affect the setting of Oxford Road Station (Grade II listed) and due to the reduced massing and amended design compared to the previous refusal would not be of sufficient scale to affect the setting of the Refuge Assurance Building.

Relationship to Public Transport Infrastructure - Under this section the benefits of the site's location in terms of achieving a sustainable transport strategy, the capacity of the existing transport infrastructure and the quality of linkages to public transport are important. The site is in an optimum location benefiting from excellent access to public transport and proximity to the City Centre services and attractions. Many residents may not require cars for work due to the site's public transport connections and many residents working within the City Centre and the proposal should not therefore have a detrimental impact on peak traffic flows. It is considered therefore that the site is in an optimum location for sustainable transport links and the proposals would have no significant net impact on the highway network.

Architectural Quality - The factors that are of most importance in this respect are the buildings scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The buildings have been designed to respect the scale of existing buildings on New Wakefield Street. The height of the podium building has been limited to maintain a sympathetic relationship with the adjacent frontages and from that building the tall slender tower is set back, rising above the podium. A condition requiring samples of

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materials should be attached to ensure their quality. It is considered therefore, that the proposals are of a very good quality and would result in an appropriate form of development.

Effects on Local Environment - A shadow study of the proposals has been carried out that shows that the shadow of the building would fall largely on the solid roofs of existing buildings. It is considered therefore that the building would have a limited impact in terms of overshadowing.

As discussed above, it is considered that the development would not have a detrimental impact on highway movements. The impact of noise from the proposed uses can be controlled through acoustic insulation measures and appropriate conditions to address the comments of the Head of Environmental Health should be attached to any consent.

A TV and radio reception study has been undertaken that identifies potential shadowing and reflection of signals. Any consent should be conditioned to require further detailed surveys to precisely identify the effect of the proposal and undertake appropriate measures to mitigate and effects.

It is considered therefore that, with appropriate mitigation measures the proposals would not have a detrimental impact on the local environment.

Impact on adjacent buildings - At a lower street level around the site, the podium is of a scale and mass which relates to the grain of the surrounding area creating relatively narrow streets, which will inevitably be in shadow for parts of the day. The modelling of the more fragmented elements of the design above, would cast less shadow, which would move relatively quickly during the course of the day as the sun follows a path from the east to the west of the site. The applicant's agents have produced sun path models and diagrams that show the impact the proposal would have on adjacent buildings including the Green Building. This shows that the impact on the Green building solar panels would be limited to a few times year and that this would not occur for longer than one hour and would occur only in the early morning. For the rest of the year there would be no significant impact on the solar panels of the Green Building. Similarly a report has been carried out to assess the likely wind shadow effect building's wind turbine, which concludes there would be no detrimental impact on its performance.

Parking - There are no parking spaces proposed as part of this application. The site is limited in size and is located in a highly accessible location within the City Centre. Oxford Road and Whitworth Street West bus stops offer access to frequent services to a wide range of locations and the site is within walking distance of Oxford Road Station. As such, the location is conducive to alternative sustainable means of travel. The development would be marketed as having no on or off street parking. The site is located within a Controlled Parking Zone, which would prevent residents parking on street in the vicinity of the development. The developer is therefore looking at sustainable travel initiatives to address the shortfall in parking. This includes participation in a citywide car club scheme. A buyers/tenants pack will be provided with transport and cycle information together with local maps showing nearby services including discounted use on public transport.

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However, with no parking provided on site, it is essential to ensure that residents and visitors do have alternative locations if required. There are a number of locations within the immediate area which could accommodate parking including the adjacent Great Marlborough Street multi-storey. A condition would be required to ensure that the parking needs of the development are adequately addressed.

Access - Full access is provided to all parts of the development. 10% of the apartments would be fully DDA compliant and accessible by impaired users.

Crime and Disorder - It is considered that the redevelopment of the site would be beneficial to the area in terms of the increase in activity. Passive surveillance from the residential use would help make the area safer. It should also be noted that a condition relating to 'Secured By Design' will be attached to any consent granted.

### Comments on representations

Issues regarding the height of the proposal, parking, loss of amenity have been addressed elsewhere in this report. Given the limited size of the site, it is highly unlikely that it could be developed with open space provision. Neighbours have raised concerns regarding possible increases in noise from the construction of the tower and from the comings and goings of future occupants. Noise from construction is an issue which would be dealt with under legislation which is separate from Planning legislation. The proposed uses are acceptable in a City Centre it is not considered that the proposal would cause disamenity to existing occupiers of the area. The mix of accommodation is acceptable and in line with Council policy.

The objection of the Environment Agency has been noted. The applicant has confirmed that they are in the process of carrying out the required assessment and a condition is recommended which would require this to be completed before any development commences.

The proposed development is acceptable in terms of use, in the broad principles of its design and in its effect on the special architectural and historic interest of the adjacent listed buildings. It will create a landmark building in this part of the City Centre, adding to the character and uniqueness of the area.

Environmental Impact Assessment - An assessment has been made of the development. It is considered that an Environmental Impact Assessment is not required having considered all relevant environmental matters, and it is considered that this proposal will not have any significant environmental effects.

**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 Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these Articles on the applicant(s)/objectors/residents and other

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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. He believes that any restriction on these rights posed by approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

### **Recommendation MINDED TO APPROVE**

Subject to the applicant entering into an agreement with the City Council as local planning authority under section 106 of the Town and Country Planning Act and on the basis that the proposal accords with the development plan, in particular policies RC1.1, RC3, RC4, RC11 E2.7 DC9.1 DC19 and RC20 (Area 20) of the City Council's Unitary Development Plan and there are no material considerations of sufficient weight to indicate otherwise.

### **Conditions and/or Reasons**

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) Before the development hereby approved commences, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme 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 equipment.

Reason

To safeguard the amenities of the occupiers of nearby residential accommodation.

3) The premises shall be acoustically insulated in full accordance with the measures set out in the Sol Acoustics Report reference P0880-REP01-MPF dated March 2006 before any of the uses first commence.

Reason - To safeguard the amenities of future occupiers of the premises and because of the proximity to of the development to heavy traffic loads on adjacent highways.

4) The refuse stores as shown on the approved drawings shall be made available before the development is occupied and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health.

5) Before development commences a scheme for the extraction of any fumes, vapours and odours from any kitchen areas within the development hereby

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approved shall be submitted to, and approved in writing by, the City Council as Local Planning Authority.

Reason - In the interests of the amenities of the occupiers nearby properties.

6) Service vehicles movements, including waste collection, shall not take place outside of the following hours: 07.30 to 20.00, Monday to Friday, 09.00 to 18.00 Saturday, and no similar activity on Sundays and Bank Holidays.

Reason - In the interests of residential amenity.

7) The commercial premises shall not be open outside of the following hours unless otherwise agreed in writing by the City Council as Local Planning Authority

Sunday to Thursday 8:00am to 11.30pm, Friday and Saturdays, 8.00am to midnight.

Reason

To safeguard the amenities of the occupiers of nearby residential accommodation.

8) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with approved drawings. These facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode.

9) Before the development hereby approved commences a report to assess the likely extent of any ground contamination and/or ground gas being present on or affecting the site shall be submitted to and approved in writing by the City Council as local planning authority. Any necessary site investigations shall then be carried out according to a scheme to be agreed in advance with the City Council as local planning authority and implemented in accordance with the approved scheme.

Reason

To ensure that the presence of or the potential for any contaminated land/ground gas is detected and appropriate remedial action is taken in the interests of public safety.

10) The applicant shall, with regard to television reception in the area containing the application site, provide the City Council as local planning authority with studies that:

a) Measure the existing television signal reception within the potential impact area, [as identified in the ... report dated ..., and within an area of 500 metres radius surrounding the building]\*, before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of

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Communications (Ofcom), and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above 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. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, as advised in Planning Policy Guidance Note 8: Telecommunications.

\*[ ] Insert appropriate reference.

11) All vehicles entering and leaving the site during the construction period are to pass through a wheel wash. Details of the wheel wash shall be submitted to and approved in writing by the City Council as local planning authority prior to the development commencing.

Reason

To ensure that the proposed development does not cause unacceptable amounts of dust in the vicinity and to ensure that local roads are kept clear of mud.

12) Construction of the works hereby approved by this permission shall not take place until samples and specifications of the materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

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.

13) Details of the materials, which shall be natural stone or another high quality material, to be used in any necessary reinstatement works for the footpaths and for the areas between the pavement and the line of the building shall be submitted to and approved in writing by the Local Planning Authority. Any works

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approved shall be implemented in full before any part of the development is first occupied.

Reason - In the interests of amenity and to ensure that paving materials are consistent with use of these areas as pedestrian routes.

14) The development hereby approved shall not be occupied unless and until a scheme that will provide for the needs of future residents whom may wish to have the use of a motorcar in respect of their domestic needs has been submitted to and approved in writing by the City Council as local planning authority. The scheme submitted should incorporate a car club, in accordance with Boreham Transport Statement dated March 2006 and Hodder Associates Architectural Report and Tall Building Statement dated March 2006 and June 2006 respectively, and should include details of the arrangements to be put in place and shall also identify the parties who will be responsible for managing the scheme. Any scheme approved in discharge of this condition shall be operational at all times that any residential units are occupied.

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements (e.g. parking leases with car parking companies; car sharing; or car pool arrangements) for the needs of future residents whom may need to use a motorcar.

15) The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to achieve the 'Secure by Design' accreditation awarded by the Greater Manchester Police. Written confirmation of those measures are to be provided to the City Council, as the Local Planning Authority.

Reason - In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well-being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, and to reflect the guidance contained in PPS1 "Delivering Sustainable Development".

16) No part of the development approved by this permission shall be commenced until a flood risk assessment has been carried out and submitted and approved in writing by the Local Planning Authority.

Reason

To reduce the risk of flooding pursuant to policy DC 21.1 of the Unitary Development Plan for the City of Manchester.

17) No building or phase of development approved by this permission shall be commenced until details of the existing and proposed floor levels for that building or phase of development have been submitted and approved by the City Council as Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved details. Floor levels within the proposed development shall be constructed at least 600mm above the design flood level ( 100 year flow + 20% ), as indicated within the approved Flood Risk Assessment

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### Reason

To ensure that the development is subject to minimum risk of flooding , pursuant to policy DC 21.1 of the Unitary Development Plan for the City of Manchester

18) The development hereby approved shall incorporate measures to minimise the environmental impact and energy use of the building and shall seek to achieve a Building Research Establishment Environmental Assessment Methodology (BREEAM) rating of at least 'very good'. Written confirmation of this rating is to be submitted to and approved in writing by the City Council as local planning authority before the development is occupied, unless otherwise agreed in writing by the local planning authority.

Reason - In the interests of minimising the impact on the environment of the building, pursuant to adopted Manchester Unitary Development Plan policy E1.6, Regional Spatial Strategy policy ER13 and Planning Policy Statement 1 (PPS1).

19) The development hereby approved shall be carried out in accordance with the following drawings, as may be amended or augmented by information submitted and approved in compliance with the above conditions: 'To be reported at Committee'

### Reason

For the avoidance of doubt.

## **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: 079014/FO/2006/C3 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 all held by the Planning Division.

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

Apartment 101- 833 51 Whitworth Street West Central Manchester M1 5ED  
Pulse Furniture 77 Arches Whitworth Street West Central Manchester M1 5WQ  
65 Arches Whitworth Street West Central Manchester M1 5WQ  
Eclipse House Whitworth Street West Central Manchester M1 5WZ  
Harry Hall Cycles 67-69 Arches Whitworth Street West Central Manchester M1 5WQ  
Ferrious 61 Arches Whitworth Street West Central Manchester M1 5WQ  
63 Arches Whitworth Street West Central Manchester M1 5WQ  
Mecca Ltd Ritz Dance Hall Whitworth Street West Central Manchester M1 5NQ  
Cocotoo Restaurant 57 Whitworth Street West Central Manchester M1 5WW  
O'shea's Chester Street Central Manchester M1 5SH  
Pure Space Cafe Bar 11 New Wakefield Street Central Manchester M1 5NP  
8a Oxford Road Central Manchester M1 5QA

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Mowlem 8 Lower Ormond Street Central Manchester M1 5QF  
The Samaritans 72-74 Oxford Street Central Manchester M1 5NH  
Cleanflow 5 Lower Chatham Street Central Manchester M1 5QL  
Academy Of Sound 1 New Wakefield Street Central Manchester M1 5NP  
12 Oxford Road Central Manchester M1 5QA  
Java Bar 1-3 Oxford Road Station Approach Central Manchester M1 6FU  
Charles Hadfield 2-4 Oxford Road Central Manchester M1 5QA  
Wakefield House 9a Flat 1 - 15 New Wakefield Street Central Manchester M1 5NP  
The Lock Building, Whitworth Street West, Manchester  
The Green Building, 17 New Wakefield Street, Manchester M1 5NP  
Zumba 14 Oxford Road Central Manchester M1 5QA  
Simon Fenton Partnership 8 Great Marlborough Street Central Manchester M1 5NN  
11-13 New Wakefield Street Central Manchester M1 5NP  
British Broadcasting Corporation New Broadcasting House Oxford Road Central Manchester M60 7HB  
First North Western Oxford Road Station Oxford Road Station Approach Central Manchester M1 6FU  
Menzies Oxford Road Station Approach Central Manchester M1 6FU  
8 Lower Ormond Street Central Manchester M1 5QF  
6 Lower Ormond Street Central Manchester M1 5QF  
The Thirsty Scholar New Wakefield Street Central Manchester M1 5NP  
Sallys Yard Flat 2- 10 9 Hulme Street Central Manchester M1 5GL  
M1 5GL  
Star Travel 14a Oxford Road Central Manchester M1 5QA  
Costworld Camping 6a Oxford Road Central Manchester M1 5QA  
Java Bar Espresso 8a Oxford Road Central Manchester M1 5QA  
2-4 Lower Ormond Street Central Manchester M1 5QF  
Club Code 11-13 New Wakefield Street Central Manchester M1 5NP  
Generation X 11-13 New Wakefield Street Central Manchester M1 5NP  
3-5 New Wakefield Street Central Manchester M1 5NP  
72-74 Oxford Street Central Manchester M1 5NH  
Sundream Enterprises 8 Chester Street Central Manchester M1 5GE  
V I P Cinema Club 88-94 Oxford Street Central Manchester M1 5WH  
Lincoln Place Apartment 1 – 24 7 Hulme Street Central Manchester M1 5GL  
City Supermarket 12a Oxford Road Central Manchester M1 5QA  
Student Village Administration Student Village Lower Chatham Street Central Manchester M1 5SX  
Blocks B C D Student Village Lower Chatham Street Central  
6 Lower Chatham Street Central Manchester M1 5SR  
4 Lower Chatham Street Central Manchester M1 5SR  
2 Lower Chatham Street Central Manchester M1 5SR  
Maplin Electronics 8 Oxford Road Central Manchester M1 5QA  
Spar Stores 2-4 Oxford Road Central Manchester M1 5QA  
The Dancehouse Theatre Company Ltd 10a Oxford Road Central Manchester M1 5QA  
Universities Internal Audit Consortium 8 Great Marlborough Street Central Manchester M1 5NN  
Hale Leisure Ltd New Wakefield Street Central Manchester M1 5NP  
The Salisbury 2 Wakefield Street Central Manchester M1 5NE  
Danebridge Engineering Ltd 3 Lower Chatham Street Central Manchester M1 5QL  
70 Oxford Street Central Manchester M1 5NH

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5 James Leigh Street Central Manchester M1 5NF  
Tarameen Ltd Great Marlborough Street Central Manchester M1 5NJ  
Manchester Pakistani Welfare & Information Centre Great Marlborough Street  
Central Manchester M1 5NJ  
Marfani & Co Ltd 1 Great Marlborough Street Central Manchester M1 5NJ  
Wakefield House 9a Flat 16 New Wakefield Street Central Manchester M1 5NP  
The Grand Central 80 Oxford Street Central Manchester M1 5NH  
Sallys Yard Flat 1 9 Hulme Street Central Manchester M1 5GL  
Swinton Group Ltd 6-8 Great Marlborough Street Central Manchester M1 5SW  
B S M Ltd 6 Oxford Road Central Manchester M1 5GA  
5a Hulme Street Central Manchester M1 5GL  
Jonathan Oakes Photographer 5 Hulme Street Central Manchester M1 5GL  
A D C Architects 7-9 New Wakefield Street Central Manchester M1 5NP  
The Foundry 2a Apartment 1-68 Lower Chatham Street Central Manchester M1  
5TF  
Lockes Yard Apartment 1-46 4 Great Marlborough Street Central Manchester  
M1 5AL  
Chorlton Mill 1 - 601 3 Cambridge Street Central Manchester M1 5BZ  
Lockes Yard Apartment  
Cambridge House Flat 1- 30 Cambridge Street Central Mancheste  
Chorlton Mill 102 – 209 3 Cambridge Street Central Manchester M1 5BY  
Flat 29 - 46 5 Cambridge Street Central Manchester M1 5GF  
5 Cambridge Street Central Manchester M1 5GF  
Macintosh Village Cambridge Street Central Manchester M1 5GF  
Chorlton Mill 216 3 Cambridge Street Central Manchester M1 5BY  
Chorlton Mill 215 3 Cambridge Street Central Manchester M1 5BY  
Green Room Theatre 58 Whitworth Street West Central Manchester M1 5WW  
J E Gordon Ltd 60 Whitworth Street West Central Manchester M1 5WW  
Radio Cars Ltd 59 Whitworth Street West Central Manchester M1 5WW  
Flat 34 5 Cambridge Street Central Manchester M1 5GF  
Percy Brothers Ltd Gloucester Street Central Manchester M1 5QB  
Executive Cars Manchester 59 Whitworth Street West Central Manchester M1  
5WW  
Flat 1 – 28 5 Cambridge Street Central Manchester M1 5GF

### Representations were received from the following third parties:

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