

Application Number	Date of Appln	Committee Date	Ward
086612/FO/2008/S2	22nd Oct 2008	20th Nov 2008	Moss Side Ward

Proposal Erection of a part 4, part 5 and part 9 storey building comprising 190 student units (C2) incorporating 124 cluster units and 66 self contained flats to accommodate 614 bedrooms in total, together with ground floor commercial units, basement car parking and associated landscaping, following demolition of existing building

Location Ducie Court, Burleigh Street, Moss Side, Manchester, M15 6FS,

Applicant Rathbone Trustees Jersey Ltd, C/o Agent

Agent Hodder Associates 113-115 Portland Street, Manchester, M1 6DW

Description

The application site is located south of the City Centre on the edge of Moss Side ward on the corner of Denmark Road and Burleigh Street, approximately 250 metres west of the main arterial route of Oxford Road.

The site which consumes an area of approximately 0.8 hectares was formerly occupied by 4 vacant, derelict buildings which have now been substantially demolished. The site was originally used as a school but more recently as a hostel providing temporary accommodation for homeless families and consisted of a main, two storey, red brick, Victorian building fronting Denmark Road with an associated, two-storey building fronting Burleigh Street. Elsewhere on the site there was previously a two storey, red brick, uninhabited dwelling to the east of the site and another former school building in poor condition north of the main building.

In terms of the site's immediate surroundings, the site is located a short distance from the Oxford Road corridor which contains a variety of commercial uses and the nearby University of Manchester. The site is adjoined to the north and east by a students halls of residence and opposite, to the south, lies Whitworth Park. The west of the site predominantly comprises residential properties and includes a small enclave of residential roads including Burleigh Street, Cecil Street and Acomb Street, together with a small public car park.

With regard to this application, it is proposed to provide a student complex consisting of 3 residential blocks containing 66 self contained, studio dwellings together with 124 cluster units comprising of single and double study bedrooms in cluster units of either 3, 4 or 5 units with each cluster sharing a kitchen lounge and dining facilities. This would provide over 20,514 square metres of residential student accommodation (C2) and supply a total of 614 bedrooms. The complex would also include 209 square metres of gross ground floor retail (A1) floorspace and 651 square metres of either restaurant (A3) or drinking establishment (A4) floorspace in the south eastern corner of the ground floor, Denmark Road frontage, together with a reception, communal laundry facility, gym, sunken outdoor sports pitch, communal amenity space and semi-basement car park incorporating 91 car parking spaces and cycle parking.

The proposed buildings are of a contemporary design, consisting of 3 distinct blocks of various levels ranging from 4 to 9 storeys in height. The form, height and position of the building elements serve to define a street edge to Denmark Road and Burleigh Street which respond to their immediate context and their relationship with other blocks and the courtyards they create between them.

The applicant has indicated that the proposed scheme is proposed to be built in two phases and will provide bespoke student accommodation catering for a wide student demographic.

Consultations

Local residents - 4 letters of objection have been received. Details of these objections received are summarised below:

(i) The existing frontage of the old school building should be maintained due to its immense character and good state of repair.

(ii) The existing building is only 4 stories high, the new building should not exceed this.

(iii) The new building would affect the light received by houses adjacent to the proposed development.

(iv) Although the new development would involve an underground car park, parking in the areas is already problematic and the new development would exacerbate this problem.

(v) The architectural style and materials to be used by the proposed development would be out of keeping with the area. The area is dominated by Victorian era buildings including terraced housing and the nearby Whitworth Art Gallery and this development would not fit in. The preference would be to see the redevelopment of the existing building rather than a anew build.

(vi) The demolition and construction that happen as a result of development would cause disruption to the local area. This would include noise and dust pollution and increased local traffic.

(vii) Access to the site would be unsuitable for heavy goods vehicles.

Greater Manchester Ecology Unit - The original response from the Ecology Unit stated that no evidence of bats or protected birds were found during a survey undertaken by a licensed consultant, although the building was identified as having the potential to support roosting bats. However, since the application was submitted, much of the roof and large parts of the building has, or is in the process of being removed and it has therefore been advised that the building would now only have low potential to support such species. In any event, demolition contractors have been advised that if there are any signs of bats found during works, works must cease immediately and advice sought from a suitably qualified person. The carrying out of development or demolition works when protected species are found to be present is a criminal offence and covered by separate legislation.

Environment Agency - The application does not require a formal response from the Environment Agency.

Environmental Health - A condition is recommended with requiring identification and evaluation of ground contamination together with subsequent remediation measures.

Greater Manchester Police (Architectural Liaison Unit) - The scheme is supported in principle. The scheme should aim to achieve Secured by Design and it is requested that this is a condition of any approval.

Green Space Manager - The tree works proposed are acceptable.

Highway Engineers - Overall parking and monitoring of footway parking abuse required for 12 months after the buildings are fully occupied. The applicant should fund any remedial measures i.e bollards if necessary.

Landscape Practice - Planting proposals are generally acceptable, although a more detailed landscaping plan would be required. It is also considered that more soft landscaping should be incorporated.

Ward Members - Councillors Cox and Walters state that whilst there are still concerns on the impact that the development could have on the surrounding residential area, it is considered that the proposed S.106 agreement would help alleviate any anticipated difficulties. As such, there is no objection to the scheme provided that the measures detailed in the S.106 agreement are fully implemented.

Manchester City South Partnership - Students prefer to live close to the University and there is a market for high quality, purpose built accommodation. which has the benefit of being easier to manage in terms of neighbourhood services. The City South Partnership is keen to develop mixed use within the area including office, retail, residential and cultural accommodation. The Ducie Court site would seem very appropriate for student based accommodation and is also keen to encourage the greening of the area and in particular, tree planting. Denmark Road has been identified as an area that would benefit from environmental improvements and therefore an appropriate S.106 to facilitate environmental improvements and mitigate any negative aspects of the development should be encouraged. The student accommodation should be of the highest standard both internally and externally.

Regulatory and Enforcement Services - Conditions are recommended with regard to deliveries, fumes discharge, hours of opening, external lighting, noise insulation, refuse storage and wheel washing during construction.

South Manchester Regeneration - The principle of the proposal is fully supported. Although the student strategy has not yet been fully drafted, it is likely to say that the strategy is likely to recommend that the development of more bespoke, managed student accommodation with easy access to the Universities is appropriate. However, such schemes need to demonstrate a robust neighbourhood management approach so that students are perceived to contribute positively rather than negatively to the neighbourhood.

University of Manchester - No objection in principle to the proposed student accommodation, although there could be concerns regarding potential noise disruption to existing student blocks at Whitworth Parks Halls of Residence, particularly during examination periods.

Whitworth Art Gallery - The Gallery welcomes development on Denmark Road which will improve the upkeep of the site. The Gallery is also keen to have additional local residents, some of whom it is hoped will become visitors to the Gallery and the Park. The sustainable nature of having student living closer to the University is also welcomed and it is also hoped that the scheme will generate funding to improve the public realm along Denmark Road and Whitworth Park opposite.

Issues

Unitary Development Plan (UDP) - There are no site-specific policies relating to the application site. However the following city-wide policies are relevant to this proposal:

Policy H1.2 seeks to ensure that the housing stock contains a wide range of housing types to meet the needs of all people who live in Manchester.

Policy H2.2 states that the Council will not allow development that will have an unacceptable impact on residential areas. The matters that the Council will consider include the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

Policy MS1 seeks to improve the physical aspects of Moss Side and in particular to improve its housing stock, the appearance of its streets and open spaces and to improve and expand the range of shops, commercial and leisure facilities in the area.

Policy S2.4 states that new shopping facilities should not significantly affect the amenities of nearby residential areas.

Policy DC10 - In determining the planning application involving the sale of food and drink, regard should be had to the general location of the development and the effect upon the amenity of neighbouring residents.

Policy T3.7 expects new developments to make adequate provision for secure cycle parking.

Policy E1.5 - states that the Council will contribute towards energy conservation by ensuring where practicable that new development is located where it can be easily served by public transport and encourage high standards of energy efficiency in new development.

Policy I1.6 - advocates that the Council will encourage the location of new business development on sites where they will contribute to urban regeneration.

Regional Spatial Strategy - In terms of regional policy, the Regional Spatial Strategy for the North West was adopted in September 2008. The Regional Spatial Strategy forms part of the statutory development plan for every Local Authority in the North West and provides a framework for development and investment over the next fifteen to twenty years.

The following policies are considered relevant:

Policy DP1 encourages sustainable communities, making the best use of existing resources, managing travel demand and marrying opportunity and need.

Policy DP4 - Priority should be given to development in locations which builds upon existing concentrations of activities and existing infrastructure.

Policy DP5 - states that development should be located so as to reduce the need to travel, especially by car and to enable people as far as possible to meet their needs locally.

In addition to the above, central government provides national planning guidance in the form of Planning Policy Guidance Notes (PPG) and on some planning issues, Planning Policy Statements (PPS).

PPS1 'Delivering Sustainable Development' sets out the overarching policies on the delivery of sustainable development through the planning system. Emphasis is placed on the need for good design to ensure, attractive, usable, durable and adaptable places

PPS3 'Housing' highlights that the majority of new housing should be located on brownfield land. The guidance also states that the planning system should deliver:

- High quality housing that is well designed and built to a high standard.
- A mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas both urban and rural.
- A sufficient quantity of housing taking into account need and demand and seeking to improve choice.
- Housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key service and infrastructure.

PPG13 'Transport' - strongly promotes public transport, walking and cycling as alternatives to the private car. By shaping the pattern of development and influencing the scale, density, design and mix of land uses, planning can help reduce the need to travel.

The Guide to Development in Manchester - This is a City Council supplementary planning document (SPD). This document offers design advice and sets out the City Council's aspirations and vision for future development

and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Central Manchester Strategic Regeneration Framework (SRF) - This is City Council document which defines the needs and priorities for Central Manchester in order to lever in investment and activity in the area, aligning them with the major opportunities to deliver a sustainable future for the area. The overriding purpose of the SRF is to provide a strong vision of how the area develops over the next 10-15 years, to identify where improvements to public services can be delivered and to set a broad spatial framework within which investment can be planned.

The application site falls within one of the areas covered by the framework. Relevant policy includes:

Policy EB1.1 - which seeks to support the growth of the major knowledge based employers through the provision of high quality business infrastructure and support in the 'Knowledge Corridor'

Principle - It is considered that the principle of the scheme is wholly acceptable and encompasses the City Council's aspirations for the regeneration of the area and the emerging student strategy. Whilst the student strategy has not been finalised, it is envisaged that the application site is located within an area that is highly suitable for student accommodation due to its proximity to the University. Students prefer to live close to where they are studying and there is market demand for high quality, purpose built accommodation in locations such as this. Purpose built accommodation also has the advantages of being managed and being able to free up family house stock in traditional residential areas.

In addition to the above, the application site is situated within an area that has been identified by Manchester City South Partnership as an area of opportunity to enhance the economic development of this part of Manchester. With Oxford Road at its heart, the area from St. Peter's Square in the north to Whitworth Park in the south, taking in the areas bounded by Cambridge Street to the west and Upper Brook Street to the east, is seen as a significant opportunity to support and enhance the development of the knowledge intensive activity and business growth. There is therefore a clear need to ensure that Oxford Road and its fringes become a more fitting address for both institutions and investors as an attractive and functional area to invest and make use of its under exploited potential, whilst at the same time promoting greater integration with adjoining neighbourhoods. The proposed development accord with such principles.

Visual Amenity - Some of the few objections received related to the loss of the existing buildings. However, it should be noted that the buildings were not listed or located within a defined Conservation Area. As such, the buildings have been substantially demolished during the application process and therefore beyond the control of the City Council as Local Planning Authority. It is considered therefore that objections received in relation to the loss of the existing buildings are no longer relevant.

In terms of the proposed scheme, it is considered that the proposed design is of a high quality and would regenerate a redundant, derelict site to the benefit of the local area and improve the visual appearance of the immediate townscape.

Car Parking and Servicing - The proposed development includes the provision of 91 semi-basement car parking spaces including 9 wheelchair accessible spaces. The Council does not have any parking standards enshrined in local policy as Government Guidance suggests that Local Authorities should not impose standards on developers as the number of car parking spaces should be appropriate to the development and developers should not overly provide for car parking so to encourage travel by alternative means.

As the accommodation is to be occupied by students most of which is provided in cluster accommodation, it is considered that an appropriate car parking ratio has been provided. The proposed developed is as short walking distance from the University and minutes walking distance from the busiest and most comprehensive bus network in Manchester. The development is therefore located in an extremely sustainable location whereby car ownership should not be encouraged or over provided for. Moreover, the parking ratio is consumerate with other student accommodation schemes within the city.

During the consultation process there have been concerns that there is potential for car parking to be under catered for and that this could lead to on-street car parking problems and congestion, particularly to the nearby residential enclave adjacent to Burleigh Street. However, in order to prevent this, the developers have been asked to enter into a legal obligation to provide a financial contribution towards funding a residential parking permit scheme on the nearby residential roads as part of the overall parking strategy for the area. Residents of the proposed student accommodation would be excluded from the scheme and not eligible for permits in order to protect the ability of long standing residents to park their cars if required. It is considered that the parking numbers provided and the existence of a parking permit scheme is appropriate for this location and would help deter prospective occupiers of the student accommodation from either owning a car or bringing their car to University. The need to have a car is further reduced by the proximity of a comprehensive public transport network.

In terms of the commercial uses, 6 short stay parking bays have been incorporated on the site frontage along Denmark Road. These will serve as short stay parking bays for any the customers of the commercial units who do not live with the development as well as for servicing and a drop off/pick for students of the complex. Further servicing arrangements are available behind the commercial uses.

Sustainability - As referred to above, the proposed development is located within a highly sustainable location. The site is located just a short distance from Rusholme District Centre, the University of Manchester, St. Mary's hospital and Manchester Royal Infirmary. This enables easy access to a fully range of services and other amenities, as well as being within a short distance of some of the largest employers in the city. For prospective students of the proposed accommodation, the University is within a short walking distance, although if travel is required further afield, the site includes 76 cycle storage spaces and is just a few minutes walk to Oxford Road, where a regular and comprehensive

bus network operates. The proposed development therefore reduces the need to travel by car by being located close to the facility it seeks to serve.

Access - The proposed complex, mainly due to security reasons, includes only one vehicular and pedestrian access. These are located adjacent to each other on Denmark Road and form with the exception of the adjacent facades to the A1 and A3/A4 uses, the only interruption to the site perimeter. The security gated vehicular entrance on Denmark Road gives access via a ramp to the semi-basement car parking level.

Pedestrian access is gained via the reception building which is planned to ensure that all visitors to the site must pass through the security checkpoint adjacent to the reception area which is manned 24 hours a day. There is no access to the site available from the car park, instead car users are directed back via stairs and a lift to the main entrance in order to ensure all visitors pass through security. Cyclists visiting the site can gain access via a security gate adjacent to the reception space, the operation of which is by fob which will be invigilated 24 hours a day by reception staff.

Once through the reception, a series of steps and a lift provide access to the landscaped raised access plinth form where fob operated entrances to each of the 3 residential accommodation blocks can be gained. All entrances on the blocks face into the site in order to increase security and each block contains between 1 and 3 access cores which lead to a series of clustered single and double study, disabled access compliant bedrooms. Access into each cluster is also controlled by a fob. The gym, storage lockers and laundry are located in the basement which can be accessed via stairs or a lift.

In terms of disabled access, the proposal has been designed to provide wheelchair access from the pavement to the main entrance and throughout all areas of the accommodation. All internal and external access stairs have been design to accord with legislation and at least 10% of the apartments are able to be converted to provide disabled access compliant accommodation. In addition, the proposal provides for 9 wheelchair accessible car parking spaces, corresponding to 10% of the total number of spaces and both the commercial units will involve level access.

Layout, Scale and Massing - The proposed scheme involves the provision of 3 separate building elements ranging from 4 to 9 storeys in height. These buildings respond to their immediate context and the relationship with the other blocks and courtyards they create between them. The residential blocks not only relate to the immediate buildings in the vicinity but also to each other. The south-east corner of the site is surrounded by open ground to the east and Whitworth Park to the south. In response to this context, the building rises to 9 storeys gaining views over the park. Similarly the north-west corner of the site is surrounded by open ground and surface car park. As such, the building rises to 9 storeys again whereby any impact on nearby building or residential amenity is significantly reduced.

At the rear of the site, where the blocks neighbours student halls of residence, the height of the blocks is reduced to 5 and 4 storeys in response to the gable end and the main facade respectively. The building again drops to 5 storeys in

height at the south-west corner to take account of the gable end of the 3 storey end terraced property.

Along Burleigh Street, opposite the 2 storey terraced properties, the building is reduced to 4 storeys in height and steps back into the site, in response to the smaller scale and mass of the existing buildings. To the north, the building also drops to 4 storeys in response to the adjacent student halls of residence.

Design - Although a condition has been inserted requiring the material to be approved separately, the applicant has indicated that the design of the scheme is to be both contemporary and contextual. The main materials proposed to be used are red brick for the perimeter of the site and raised plinth, plain and textured terracotta rainscreen cladding for the main body of each block, green/blue phenolic resin impregnated softwood panels for the pods containing the upper floors of the accommodation and grey aluminium panels and windows in order to provide a visual separation from the ground plan and between the cladding and softwood panels.

Residential Amenity - It is not considered that the proposed development would have any significant impact upon residential amenity. The site is located on the edge of Rusholme District Centre and close to Whitworth Park, The University of Manchester, hospitals and associated accommodation. The presence of similar uses and large-scale buildings and their subsequent footfall is therefore a feature of this locality. The proposed buildings have also been designed to take account of the nearby sensitive residential properties along Burleigh Street by the use of lower height levels and setbacks where necessary, so not to be overbearing or oppressive in appearance.

Management Plan - A standalone management company is to be appointed to manage the development and the applicant has been advised by a management company as to their strategy during the formulation of the scheme. This strategy includes information on security, staffing, parking, maintenance, cleaning, refuse-disposal, post and student welfare. Details have also been provided on the occupant's tenancy agreement, which seeks to control the behaviour of any students contravening the terms of their tenancy by way of a warning system, financial penalties and eviction for unreasonable behaviour.

Travel Plan - A travel plan has been submitted as part of the planning application and is aimed at promoting sustainable forms of travel in association with the use of the scheme. This is a measure designed at managing and promoting how people travel to a particular area or organisation. Objectives include reducing the need to travel by car, improving accessibility and travel choice, improving public transport provision, complementing nearby travel plans, and influencing and educating people about their travel behaviour.

Refuse Storage - Refuse storage and disposal will be controlled by an appointed management company in conjunction with a private waste contractor. A suitable condition requiring a comprehensive waste management strategy to be submitted has been inserted.

Landscaping/Amenity Space - A high quality landscaping scheme has been submitted as part of the proposal. The proposed scheme incorporates the use

of courtyards created within the main 'u' shaped blocks and between the 'l' shaped block to the north. These courtyards and the perimeter of the site will provide communal amenity space. Another important element of the scheme is the landscaped plinth on which the block will sit. These will provide residents with amenity space and also more private, secure gardens.

In addition to the landscaping, the complex will contain an external, sunken sports together with an on site gym. These measures will contribute to level of amenity space provided as part of the scheme.

Retail/Commercial Use - The development includes the provision of a single retail (A1) unit and a food and drink use (A3 restaurant or drinking establishment A4). These uses are located on the ground floor frontage on Denmark Road at the closest point to Oxford Road. It is considered that these ancillary uses would serve local needs and predominantly the occupiers of the student accommodation. Due to the proximity of these uses to Oxford Road and the distance between these uses and the nearest existing housing stock, it is not considered that there would be any significant impact upon residential amenity. It is also believed that the small nature of the amount of retail floorspace proposed would serve as a local shop for the proposed student occupiers and would not undermine the vitality and viability of retail provision within Rusholme district centre.

Ecology - The site is predominantly hard landscaped and is therefore highly unlikely to support any habitat, flora or fauna. At the time of the application, the site was comprehensively occupied by vacant, derelict buildings and therefore a possibility of protected birds or bats being present. The application was therefore accompanied by a bat and bird survey report which concluded that during the assessment of the buildings there was no evidence of any protected birds or bats having used the buildings.

During the application process the buildings on site were substantially demolished and therefore the findings of the bat and bird survey report are irrelevant. It should be noted however that the welfare of protected species is covered by different legislation under the Wildlife and Countryside Act 1981 and any infringements are dealt with under the remit of this legislation.

Environmental Impact Assessment - The proposal was advertised as major development and has been subject to an Environmental Assessment screening. Given the information accompanying the application and in the light of guidance contained in Circular 2/99, it is considered that an Environmental Impact Assessment is not required in this instance.

Noise - An Environmental Noise Assessment was submitted as part of the planning application to determine background noise levels and to determine standards of noise insulation and glazing construction. Suitable planning conditions have been inserted to ensure that noise breakout is limited in order to protect residential amenity.

Flood Risk - The application site is outside the area deemed to be at risk of flooding as advised by the Environment Agency.

Crime and Disorder - The applicant consulted with Greater Manchester Police to provide a 'Crime Impact Statement' as part of the application. This enables measure to be incorporated within the scheme in order to be able to design out crime. Such measures include architectural measures, CCTV, key fob entry, gated vehicular access and permanent on-site security guards. It is also suggested by the Police that if the measures detailed in the statement are successfully implemented, a secured by design accreditation can be achieved. A suitable condition requiring as such has been inserted.

TV Reception - A TV reception study to assess the likely impact of the development upon both digital and analogue signal was submitted as part of the application. It is the opinion of the assessors that existing residential properties sited adjacent to the development and in the local area would suffer negligible damage to analogue signals. In any event, these signals are to be switched off permanently in 2009 in the country-wide change to digital transmissions which are not likely to be affected. Satellite signals are also unlikely to be affected at all. As a precaution a condition has been inserted which would require the developer to rectify any interference with TV signals should the application be approved.

BREEAM - A pre-assessment estimator for multi-residential schemes was submitted as part of the application. This uses an environmental weighting system and an approximate scoring system, crediting points to particular aspects of the development. The assessment indicates that the development is likely to achieve a very good rating and would therefore accords with Policy. A suitable condition has been inserted requiring that a licensed assessor awards a post-construction rating of 'very good' or above should the application be approved.

Renewables and Carbon Reduction - Developers should aim to provide at least 25% of final energy demand to be met by on-site renewables. In response to this, developers are required to demonstrate the proposed energy requirements and how targets have been met in the design process. In this instance, the applicants have submitted an 'Environmental Performance Statement' which explores the merits of particular technologies in order to achieve the on-site renewable targets. To this effect, roof mounted solar thermal panels, providing approximately 23% of the developments annual domestic hot water demand will provide a 6.5% on-site renewable contribution and a 4.9% carbon reduction. The implementation of solar thermal power into this development would require a community heating scheme and therefore in this instance, the developer believes that a gas fired mini combined heat and power plant (CHP) is appropriate. This uses heat that is otherwise discarded from conventional power generation to produce thermal energy which can provide cooling or heating for buildings. This solution will offer considerable carbon savings. The gas fired mini CHP would operate in combination with the solar thermal power to maximise the operational hours of the CHP equipment. As such, the combined total that can be achieved would result in a 6.5% on site renewable contribution and a 20.5 % carbon reduction.

Affordability - As the proposed scheme relates to purpose built residential accommodation for students, it is not necessary or relevant for the scheme to include any provision for an affordable housing element.

Legal Agreement - To mitigate against any potential problems with car parking and to continue with the regeneration of the immediate area, the applicant has agreed to enter into S.106 legal agreement should the application be approved. This relates to a significant financial contribution towards funding a resident's parking scheme on the adjoining and nearby residential roads, leisure improvements to Whitworth Park and improvements to the immediate public realm. It is considered that such measures will facilitate wider regeneration objectives for the area.

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)/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. He 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 MINDED TO APPROVE

Minded to Approve subject to a legal agreement which would allow for the payment of a financial contribution towards public realms improvements within the vicinity of the site, leisure improvements to Whitworth Park and a contribution towards a resident's parking scheme on the adjacent roads.

It is considered that the proposed accommodation is of an appropriate design and bearing in mind the proximity of the nearby University and Oxford Road corridor, the scheme is in a location that is appropriate for additional student accommodation. It is also considered that due to the proximity of similar uses and the layout of the scheme, there would not be any significant, adverse impact upon the character of the of the area or upon the amenity of adjoining occupiers. Moreover, the scheme would harness regeneration aspirations for the area, accord with the emerging student strategy and contribute to the improvement of the immediate area. As such, the proposal would accord with Policies H1.2, H2.2, MS1, S2.4, DC10, T3.7, E1.5 and I1.6 of the Unitary Development Plan for the City of Manchester and adhere to principles embodied within the Manchester City South Partnership's 'Strategic Development Framework'.

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) No development that is hereby approved shall commence unless and until samples and specifications of all 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, as specified in policy H2.2 of the Unitary Development Plan for the City of Manchester.

3) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, colour, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings are occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

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 in order to comply with Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

4) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority: L(--) 110, L(--) 112 and L(--) 113, stamped as received on 6th May 2008, L (90) 000/A, L(--) 001, L(--) 300, L(--) 301, L(--) 302, PL942.GA.103, PL942.M.105, PL942.GA.102 stamped as received on 22nd May 2008 and PL942.GA.101/B, PL942.GA.104/A, PL942.M.105 L(--) 000/B, L(--) 001/B, L(--) 002/B, L(--) 004/B, L(--) 005/B, L(--) 006/B, L(--) 008/B, stamped as received on 27th August 2008 and L (--) 111/A stamped as received on 17th October 2008.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policy H2.2 of the Manchester Unitary Development Plan.

5) 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 secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

6) Before the development commences, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:

a) Measure the existing television signal reception within the potential impact area 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 Communications, 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.

Should any properties not identified in the survey suffer any loss of signal the developer either during or post construction a further survey should be conducted to ascertain the extent of the problem and take appropriate remedial action to restore coverage.

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.

7) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies **** and T2.6 of the Unitary Development Plan for the City of Manchester.

8) The A3/A4 premises shall not be open outside of the following hours unless otherwise agreed in writing by the City Council as Local Planning Authority:

Monday to Sunday 12.00 hrs (midday) to 23.00 hrs

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

9) The retail (A1) premises shall not be open outside of the following hours unless otherwise agreed in writing by the City Council as Local Planning Authority:

Monday to Sunday 08.00 hrs (midday) to 23.00 hrs

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

10) No loading or unloading shall be carried out outside the following hours 7.30 am to 8.00 pm Monday to Saturday
No loading or unloading shall take place on Sundays or Bank Holidays

Reason

In the interests of residential amenity pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester..

11) Before development commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

12) The development hereby approved shall include a building lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority before the development commences. The approved scheme shall be implemented in full before the development is first occupied unless otherwise agreed in writing by the local planning authority and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in Planning Policy Statement 1 and Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

13) Before the A3/A4 use hereby approved commences, 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.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

14) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Wilmslow Road and Denmark Road shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied. Noise survey data must include measurements taken during early morning rush hour periods and night time to determine the appropriate sound insulation measure necessary. The internal noise criterion are as follows:

Bedrooms (night time - 23.00 - 07.00) 30dB LAeq

Individual noise events should not normally exceed 45 dB LA max (BS 8233:1999)

Living Rooms (daytime 07.00 - 23.00) 40 dB LAeq

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to Policy H2.2 of the Unitary Development Plan

The glazing, trickle ventilation and facade specifications outline in Table 7 of the report by Sand Brown Associates LLP ref 08063/DR 21st April 2008 is said to meet 'reasonable' internal noise criteria as per BS 8233. This is not sufficient to discharge the condition. Further information needs to be provided to show how the above criteria will be met, including the predicated noise levels that will be achieved.

15) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of residential amenity and public health, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

16) 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 policy H2.2 of the Unitary Development Plan for the City of Manchester.

17) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment the Desk Study) 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).

The Desk Study shall be prepared by a suitably qualified person whose competence to carry out the Desk Study has been approved in writing by the City Council as local planning authority (an "Expert").

In the event of the Preliminary Risk Assessment Desk Study 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 Scheme) 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 Scheme shall be carried out, by an Expert before development commences and the Expert shall prepare 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, Site Investigation Report 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 an Expert has prepared a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy Site Investigation Report) which shall be 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 Site Investigation Report, which shall take precedence over any Remediation Strategy Site Investigation Report or earlier Revised Remediation Strategy Investigation Report.

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 H2.2 of the Unitary Development Plan for the City of Manchester.

18) Details of the shop frontages of the commercial units hereby approved, including security grills or roller shutters shall be submitted to and approved in writing by the City Council as Local Planning Authority and the frontages shall be installed in accordance with the approved details.

Reason -

In the interests of residential amenity, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

19) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on the approved drawing shall be implemented not later than 12 months from the date of commencement of works. 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, unless otherwise agreed in writing by the City Council as local planning authority.

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 policy H2.2 of the Unitary Development Plan for the City of Manchester.

20) 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 2.4 and 2.6 of the Unitary Development Plan for the City of Manchester.

21) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating for multi residential schemes of at least 'very good'. A post

construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, Regional Spatial Strategy for the North West and Planning Policy Statement 1.

22) The Management Plan approved submitted as part of the application and approved by the City Council as local planning authority, shall remain in operation at all times unless otherwise agreed in writing.

Reason -

In the interests of residential amenity, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

23) The development hereby approved shall be carried out in accordance with the travel plan, stamped as received by the City Council as Local Planning Authority on 14th May 2008. For as long as the use is in operation, the local planning authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the local planning authority.

Reason - In the interests of promoting sustainable forms of travel and reducing reliance on private cars, pursuant to Policy E1.1 of the Unitary Development Plan for the City of Manchester.

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: 086612/FO/2008/S2 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:

Environment Agency
Manchester City South Partnership
Environment Agency
Greater Manchester Ecology Unit
South Manchester Regeneration
Environment & Operations (Refuse & Sustainability)
Chief Executive's Landscape Practice Group
Engineering Services
Environmental Health
Contaminated Land Section

Environment & Operations (Trees)

Greater Manchester Police

Steve Hobson, Crime Reduction Officer

Great Western Street Residents Association

15 Cecil Street, Manchester, M15 6GD

17 Cecil Street, Manchester, M15 6GD

19 Cecil Street, Manchester, M15 6GD

21 Cecil Street, Manchester, M15 6GD

23 Cecil Street, Manchester, M15 6GD

25 Cecil Street, Manchester, M15 6GD

27 Cecil Street, Manchester, M15 6GD

1 Hawsworth Close, Manchester, M15 6GF

2 Hawsworth Close, Manchester, M15 6GF

3 Hawsworth Close, Manchester, M15 6GF

4 Hawsworth Close, Manchester, M15 6GF

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17 Hawsworth Close, Manchester, M15 6GF

19 Hawsworth Close, Manchester, M15 6GF

21 Hawsworth Close, Manchester, M15 6GF

23 Hawsworth Close, Manchester, M15 6GF

1 Sanctuary Close, Manchester, M15 6AB

3 Sanctuary Close, Manchester, M15 6AB

5 Sanctuary Close, Manchester, M15 6AB

7 Sanctuary Close, Manchester, M15 6AB

9 Sanctuary Close, Manchester, M15 6AB

11 Sanctuary Close, Manchester, M15 6AB

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39 Sanctuary Close, Manchester, M15 6AB

41 Sanctuary Close, Manchester, M15 6AB

43 Sanctuary Close, Manchester, M15 6AB

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6 Sanctuary Close, Manchester, M15 6AB

8 Sanctuary Close, Manchester, M15 6AB

10 Sanctuary Close, Manchester, M15 6AB

22 Acomb Street, Manchester, M15 6FQ

Flat 10, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 11, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 12, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 13, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 14, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 15, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 16, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 17, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 18, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 1, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 2, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 3, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 4, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 5, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 6, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 7, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 8, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 9, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
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Flat 11, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
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Flat 13, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 14, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 15, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 16, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 17, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 18, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 19, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
The Whitworth Art Gallery, Oxford Road, Manchester, M15 6ER
Flat 20, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 21, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 22, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 23, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 24, Dilworth House, 316 Oxford Road, Manchester, M13 9NH
Flat 1, Garstang House, 316 Oxford Road, Manchester, M13 9NN
Flat 2, Garstang House, 316 Oxford Road, Manchester, M13 9NN
Flat 3, Garstang House, 316 Oxford Road, Manchester, M13 9NN
Flat 4, Garstang House, 316 Oxford Road, Manchester, M13 9NN
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Flat 25, Garstang House, 316 Oxford Road, Manchester, M13 9NN
Flat 26, Garstang House, 316 Oxford Road, Manchester, M13 9NN
Flat 27, Garstang House, 316 Oxford Road, Manchester, M13 9NN
Flat 28, Garstang House, 316 Oxford Road, Manchester, M13 9NN
Flat 1, Leamington House, 316 Oxford Road, Manchester, M13 9NP
Flat 2, Leamington House, 316 Oxford Road, Manchester, M13 9NP
Flat 3, Leamington House, 316 Oxford Road, Manchester, M13 9NP
Flat 4, Leamington House, 316 Oxford Road, Manchester, M13 9NP
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Flat 15, Leamington House, 316 Oxford Road, Manchester, M13 9NP
Flat 16, Leamington House, 316 Oxford Road, Manchester, M13 9NP
Flat 17, Leamington House, 316 Oxford Road, Manchester, M13 9NP
Flat 18, Leamington House, 316 Oxford Road, Manchester, M13 9NP
8 Hawsworth Close, Whitworth Park, Manchester, M15 6GF
349 Moss Lane East, Manchester, M14 4PY
Manchester Academy, Lloyd Street North, Manchester, M14 4GA
16 Denmark Road, Manchester, M15 6FG
18 Denmark Road, Manchester, M15 6FG
20 Denmark Road, Manchester, M15 6FG
22 Denmark Road, Manchester, M15 6FG
24 Denmark Road, Manchester, M15 6FG
26 Denmark Road, Manchester, M15 6FG
Park Stores, 14 Denmark Road, Manchester, M15 6FG
University Of Manchester, Whitworth Art Gallery, Oxford Road, Manchester,
M15 6ER
Manchester Leisure Sports Development Centre, Denmark Road, Manchester,
M15 6FG
24a, Denmark Road, Manchester, M15 6FG
Flat 20, Park View Hall, 345 Moss Lane East, Manchester, M14 4LA
Flat 1, Park View Hall, 345 Moss Lane East, Manchester, M14 4LA
Flat 2, Park View Hall, 345 Moss Lane East, Manchester, M14 4LA
Flat 3, Park View Hall, 345 Moss Lane East, Manchester, M14 4LA
Flat 4, Park View Hall, 345 Moss Lane East, Manchester, M14 4LA
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Flat 14, Park View Hall, 345 Moss Lane East, Manchester, M14 4LA
Flat 15, Park View Hall, 345 Moss Lane East, Manchester, M14 4LA
Director Of Estates, University Of Manchester, Oxford Road, Manchester, M13
9PL
Flat 16, Park View Hall, 345 Moss Lane East, Manchester, M14 4LA
Flat 17, Park View Hall, 345 Moss Lane East, Manchester, M14 4LA
Flat 18, Park View Hall, 345 Moss Lane East, Manchester, M14 4LA
Flat 19, Park View Hall, 345 Moss Lane East, Manchester, M14 4LA
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Flat 44, Park View Hall, 345 Moss Lane East, Manchester, M14 4LA
Flat 45, Park View Hall, 345 Moss Lane East, Manchester, M14 4LA
Flat 46, Park View Hall, 345 Moss Lane East, Manchester, M14 4LA
Apartment 54, 347 Moss Lane East, Manchester, M14 4LB
Apartment 55, 347 Moss Lane East, Manchester, M14 4LB
Apartment 56, 347 Moss Lane East, Manchester, M14 4LB
Apartment 57, 347 Moss Lane East, Manchester, M14 4LB
Apartment 58, 347 Moss Lane East, Manchester, M14 4LB
Apartment 59, 347 Moss Lane East, Manchester, M14 4LB
Apartment 60, 347 Moss Lane East, Manchester, M14 4LB
Apartment 61, 347 Moss Lane East, Manchester, M14 4LB
Apartment 62, 347 Moss Lane East, Manchester, M14 4LB
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Apartment 68, 347 Moss Lane East, Manchester, M14 4LB
Apartment 69, 347 Moss Lane East, Manchester, M14 4LB

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Apartment 19, 347 Moss Lane East, Manchester, M14 4LB
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Apartment 21, 347 Moss Lane East, Manchester, M14 4LB
Apartment 22, 347 Moss Lane East, Manchester, M14 4LB
Apartment 23, 347 Moss Lane East, Manchester, M14 4LB
Apartment 24, 347 Moss Lane East, Manchester, M14 4LB
Apartment 25, 347 Moss Lane East, Manchester, M14 4LB
Apartment 70, 347 Moss Lane East, Manchester, M14 4LB
Flat 4, Aberdeen House, 316 Oxford Road, Manchester, M13 9NA
Flat 3, Aberdeen House, 316 Oxford Road, Manchester, M13 9NA
Flat 5, Aberdeen House, 316 Oxford Road, Manchester, M13 9NA
Flat 6, Aberdeen House, 316 Oxford Road, Manchester, M13 9NA
Flat 7, Aberdeen House, 316 Oxford Road, Manchester, M13 9NA
Flat 8, Aberdeen House, 316 Oxford Road, Manchester, M13 9NA
Flat 9, Aberdeen House, 316 Oxford Road, Manchester, M13 9NA
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Flat 22, Aberdeen House, 316 Oxford Road, Manchester, M13 9NA
Flat 23, Aberdeen House, 316 Oxford Road, Manchester, M13 9NA
Flat 24, Aberdeen House, 316 Oxford Road, Manchester, M13 9NA
Flat 1, Acomb House, 316 Oxford Road, Manchester, M13 9NB
Flat 2, Acomb House, 316 Oxford Road, Manchester, M13 9NB
Flat 3, Acomb House, 316 Oxford Road, Manchester, M13 9NB
Flat 4, Acomb House, 316 Oxford Road, Manchester, M13 9NB
Flat 5, Acomb House, 316 Oxford Road, Manchester, M13 9NB
Flat 6, Acomb House, 316 Oxford Road, Manchester, M13 9NB
Flat 7, Acomb House, 316 Oxford Road, Manchester, M13 9NB
Flat 8, Acomb House, 316 Oxford Road, Manchester, M13 9NB
Flat 9, Acomb House, 316 Oxford Road, Manchester, M13 9NB
Flat 10, Acomb House, 316 Oxford Road, Manchester, M13 9NB
Flat 12, Acomb House, 316 Oxford Road, Manchester, M13 9NB
Flat 1, Burleigh House, 316 Oxford Road, Manchester, M13 9ND
Flat 2, Burleigh House, 316 Oxford Road, Manchester, M13 9ND
Flat 3, Burleigh House, 316 Oxford Road, Manchester, M13 9ND
Flat 4, Burleigh House, 316 Oxford Road, Manchester, M13 9ND
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Flat 10, Burleigh House, 316 Oxford Road, Manchester, M13 9ND
Flat 11, Burleigh House, 316 Oxford Road, Manchester, M13 9ND
Flat 12, Burleigh House, 316 Oxford Road, Manchester, M13 9ND
Flat 1, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 2, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 3, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 4, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 5, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 6, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 7, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 8, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 11, Acomb House, 316 Oxford Road, Manchester, M13 9NB
Flat 9, Derby House, 316 Oxford Road, Manchester, M13 9NE
Flat 1, Aberdeen House, 316 Oxford Road, Manchester, M13 9NA
Flat 2, Aberdeen House, 316 Oxford Road, Manchester, M13 9NA
Central Manchester Healthcare N H S Trust, Chest Clinic, 352 Oxford Road,
Manchester, M13 9NL
University Of Manchester, Hall Of Residence, Grove House, 316 Oxford Road,
Manchester, M13 9WJ
Lloyds Tsb Bank Plc, 324-326, Oxford Road, Manchester, M13 9NG
Gemini Cafe, 328-330, Oxford Road, Manchester, M13 9NG
Oxford Papershop, 332-334, Oxford Road, Manchester, M13 9NG
Mccolls Newsagents, 336-338, Oxford Road, Manchester, M13 9NG
The Bakers Oven, 340 Oxford Road, Manchester, M13 9NG
Hampsons Coffee Stop, 344-346, Oxford Road, Manchester, M13 9NG
H S B C, 348-350, Oxford Road, Manchester, M13 9NG
Barclays Bank Plc, 320-322, Oxford Road, Manchester, M13 9NG
Get Connected, 342 Oxford Road, Manchester, M13 9NG
66 Burleigh Street, Manchester, M15 6ET
68 Burleigh Street, Manchester, M15 6ET
70 Burleigh Street, Manchester, M15 6ET
72 Burleigh Street, Manchester, M15 6ET
30 Acomb Street, Manchester, M15 6FQ
32 Acomb Street, Manchester, M15 6FQ
34 Acomb Street, Manchester, M15 6FQ
36 Acomb Street, Manchester, M15 6FQ
38 Acomb Street, Manchester, M15 6FQ
40 Acomb Street, Manchester, M15 6FQ
42 Acomb Street, Greenheys, Manchester, M15 6FQ
44 Acomb Street, Manchester, M15 6FQ
46 Acomb Street, Manchester, M15 6FQ
48 Acomb Street, Manchester, M15 6FQ
50 Acomb Street, Manchester, M15 6FQ
52 Acomb Street, Manchester, M15 6FQ
54 Acomb Street, Manchester, M15 6FQ
56 Acomb Street, Manchester, M15 6FQ
58 Acomb Street, Manchester, M15 6FQ
60 Acomb Street, Manchester, M15 6FQ
62 Acomb Street, Manchester, M15 6FQ
64 Acomb Street, Manchester, M15 6FQ
66 Acomb Street, Manchester, M15 6FQ

68 Acomb Street, Manchester, M15 6FQ
73 Acomb Street, Manchester, M15 6FQ
75 Acomb Street, Manchester, M15 6FQ
Ducie Court, Denmark Road, Manchester, M15 6FS
1 Cecil Street, Manchester, M15 6GD
3 Cecil Street, Manchester, M15 6GD
5 Cecil Street, Manchester, M15 6GD
7 Cecil Street, Manchester, M15 6GD
9 Cecil Street, Manchester, M15 6GD
11 Cecil Street, Manchester, M15 6GD
13 Cecil Street, Manchester, M15 6GD

Representations were received from the following third parties:

Manchester City South Partnership
South Manchester Regeneration
Engineering Services

Jo Beggs, The Whitworth Art Gallery, Oxford Road, Manchester, M15 6ER
Jo Beggs, The Whitworth Art Gallery , Oxford Road, Manchester, M15 6ER
Rebecca Cameron, 8 Hawsworth Close, Whitworth Park, Manchester, M15 6GF
Diana Hampson, Director Of Estates, University Of Manchester, Oxford Road,
Manchester, M13 9PL
Mike Peel, 40 Acomb Street, Manchester, M15 6FQ
MB Carroll, 42 Acomb Street, Greenheys, Manchester, M15 6FQ

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Telephone number : 0161 234 4607
Email : s.mccoombe@manchester.gov.uk