MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	140735/FO/2024
Date registered valid:	16 August 2024
Proposal:	Erection of single storey roof extension to create Purpose Built Student Accommodation (Use Class Sui Generis) comprising 20no bedspaces, with commercial Class E at ground floor, together with elevational alterations, and other associated works.
Address:	137 Oxford Road, Manchester, M1 7DY
Ward(s):	Hulme Ward
Applicant:	Soller Eight Limited
Agent (if any):	Neil Lucas AshtonHale Ltd
Case officer:	Michael Pearson Tel: 0161 219 2735 Email: michael.pearson@manchester.gov.uk
Recommendation:	Approve

Date of recommendation: 11/12/2024

Application details

Type of application: Full Application Consent

Development type: Major Other

Date of site visit:

Standard consultations:
Printed: 20 August 2024 Expired: 11 September 2024

Neighbour notifications
Printed: 20 August 2024 Expired: 11 September 2024

Site notice
Posted: 22 August 2024 Expired: 13 September 2024

Press advert
Published: 27 August 2024 Expired: 17 September 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application relates to the four storey building present at no137 Oxford Road. The property is a post-war modernist building completed with staggered front elevation, flat roof, ground floor mezzanine and exposed concrete finish. The application site has been vacant for an extended length of time, having last been in use as a bank and offices (Class E). A live planning permission is in place on site, granting consent for the erection of a single storey roof extension and the creation of a 4no bedroomed residential apartment at fourth floor (Class C3).

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The neighbouring area forms that of the Oxford Road Corridor, an extension of the City Centre of Manchester that provides access to its heart and that of the neighbouring university campuses. Built development along the corridor varies significantly in age, design and scale, with larger tower blocks in the form of Circle Square being situated to the north of where the Mancunian Way crosses over Oxford Road. Built development closer to that of the application site is typically smaller scale, with a row of commercial properties situated to the north of it being only three storey. To the south of the application site lies the Grade II listed former Picturehouse and to the west of the site lies All Saints Park and eight storey Grosvenor Building. Neighbouring uses largely comprise of light commercial class E retail uses, takeaway uses and educational uses, the latter forming part of the Manchester Metropolitan University Campus.

Description of development

The application seeks consent for the erection of a single storey roof extension, single storey rear extension, elevational alterations and the creation of purpose built student accommodation, comprising of 2no bed spaces, and a ground floor commercial unit.

The proposed roof extension would add a complete fifth storey to the property and be completed in stone effect cladding to match the host property, as well as brick painted black on its northern facing side elevation, with aluminium capping situated atop it. A lift overrun would be situated in the north-eastern corner of the extension.

Proposed elevational alterations consist of the installation of a three storey infill extension to the property's staggered front elevation, creating a flat elevation. The existing window arrangement, including double height windows at ground and first floor would be done away with and replaced by a new window module arrangement that would consist of a 4no distinct elements, this being a window with a 220mm deep reveal, a back painted glass juliett panel detail, an anodised aluminium perforated cladding panel and a ribbed glass fibre reinforced concrete panel.

A single storey flat roof rear extension is proposed that would form the site of a segregated commercial and a residential waste store. Said extension would be set back 3.6m from the host property's Grosvenor Street elevation and have a projection of 4.8m. The extension would then be completed in anodised aluminium cladding coloured copper.

Internally, a commercial class E unit would be situated at ground floor, fronting out onto both Oxford Road and Grosvenor Street, with access off of the former. The commercial unit would be made up of a shopfloor, dedicated waste store, commercial store at ground level, with an additional store at basement level.

The upper floors of the application site would be utilised as PBSA, consisting of 20no studio bedsits. Residents would gain access to the property off of Grosvenor Street, with a post room, lobby and waste store located at ground floor. Access to the upper floors would be provided via a passenger lift and stairwell. Each proposed studio bedsit would consist of a bedroom, en-suite bathroom, inbuilt storage and kitchenette.

A basement cycle store, consisting of 20no cycle storage racks, would be accessible to residents. An accessible parking space would be located off of Grosvenor Street. Waste would be stored within the proposed dedicated stores and collected of Grosvenor Street.

Planning History

A high number of applications are on record for the application site, the most relevant of which are shown below:

128837/FO/2020 - Erection of a single storey roof extension to create one x four bedroom apartment (Use Class C3), with associated external works – Approved June 2022.

126573/FO/2020 - Change of use of ground and mezzanine floors from A2 use class to a flexible A1, A2, and A3 use pursuant to Schedule 2, Part 3, Class V of The Town and Country Planning General Permitted Development (England) Order 2015, with associated external works including access and DDA compliance – Approved July 2022.

125556/P3MPA/2019 - Notification of prior approval for change of use from Financial Services (A2 Use Class) to dwellinghouse (C3 Use Class) comprising 6no. apartments – Approved February 2020.

117288/P3OPA/2017 - Notification of prior approval to change of use from offices use (Class B1) to a dwellinghouse (Class C3) comprising 5no. studio flats – Approved October 2017.

117279/P3MPA/2017 - Notification of prior approval for change of use from Financial Services (Class A2) to dwellinghouse (Class C3) comprising 5no. studio flats – Approved October 2017.

Consultations & Notification Responses

Environmental Health – No objection subject to conditions relating to air quality, refuse arrangements, external plant, acoustics, deliveries, hours of opening, odour extraction and demolition and construction hours.

Flood Risk – No objection.

Greater Manchester Ecology Unit – No objection subject to informatives relating to protected species and a condition relating to nesting bird habitat provision.

Greater Manchester Pedestrian Society – No objection received.

Greater Manchester Police – No objection received.

Highways – No objection subject to conditions relating to refuse and servicing, student move in and move out strategy, travel plan and construction management plan.

Manchester Metropolitan University – No objection received.

Transport for Greater Manchester – No objection, subject to management of proposed car parking space and servicing arrangements, and provision signage warning of neighbouring cycle lane.

United Utilities – No objection received.

University of Manchester – No objection received.

Publicity – None received.

Policy

The Manchester Core Strategy – Development Plan Document 2012-2027 (“the Core Strategy”) was adopted by the City Council on the 11th of July 2012:
- Policy SP1 – Spatial Principles
- Policy EC3 – The Regional Centre
- Policy CC1 – Primary Economic Development Focus: City Centre and Fringe
- Policy CC2 – Retail
- Policy CC4 – Visitors – Tourism, Culture and Leisure
- Policy CC5 – Transport
- Policy CC7 – Mixed Use Development
- Policy CC9 – Design and Heritage
- Policy H12 – Purposed Built Student Accommodation

- Policy C10 – Leisure and the Evening Economy
- Policy EN1 – Design Principles and Strategic Character Areas
- Policy EN3 – Heritage
- Policy EN14 – Flood Risk
- Policy EN15 – Biodiversity and Geological Conservation
- Policy EN16 – Air Quality
- Policy EN17 – Water Quality
- Policy EN19 – Waste
- Policy DM1 – Development Management

Saved Unitary Development Plan for Manchester – The following saved UDP Policies are of relevance to this application:
- Policy DC10 – Food and Drink uses
- Policy DC19 – Listed Buildings
- Policy DC26 – Development and Noise

The Places for Everyone Plan – Joint Development Plan Document, for nine of the 10 boroughs which make up Greater Manchester adopted on 21st of March 2024:
- Policy JP-Strat2 – City Centre
- Policy JP-S4 – Flood Risk and the Water Environment
- Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity
- Policy JP-P2 – Heritage

National Planning Policy Framework (NPPF)
- Chapter 12 – Achieving well-designed and beautiful places
- Chapter 16 – Conserving the Historic Environment

Oxford Road Corridor Strategic Regeneration Framework Guidance (SRFG) (2019)

Other Legislative Requirements
Planning (Listed Buildings and Conservation Areas) Act 1990
Planning Policy for Waste

Issues

Principle of the Development

The application seeks the alteration, extension and change of use of a vacant building within Manchester City Centre and the Oxford Road Corridor. The siting of purpose built student accommodation (PBSA) within this location is considered to meet the tests as set out in Core Strategy Policy H12, with the site being well located with regard to access to public transport links and Manchester's university campuses, as well as seeing the regeneration of a long standing vacant building. It is acknowledged that the site benefits from a live planning permission for the siting of a single storey roof extension. On this basis, the proposal is considered to accord with Core Strategy Policies SP1, EC3, CC1, CC2, CC4, CC7, H12, C10 and DM1, and Places for Everyone Plan Policy JP-Strat2 in principle, subject to the matters discussed below.

Visual Amenity

As previously stated in this report, the application relates to a post-war modernist building, that has fallen into a state of advanced disrepair. The building utilises a simple form, with its most prominent features being that of its stepped front elevation. The application site's prominent corner position allows for views of the site to be had from Oxford Road, Grosvenor Street,

Cavendish Street and All Saints Park. Due to the poor condition of the application property, it is considered that it currently detracts from the street scene.



Application site as existing

The application site is subject to a live planning permission that would see the property's external alteration and extension, approved under planning permission 128837/FO/2020. As shown by the picture below, the consented scheme would see the retention of much of the building's external façade, including its double height windows at ground/first floor and square form windows at second and third floor. Notably, the proposed extension would be a glazed box, and the property's stepped front elevation would be infilled by a front extension.



Visualisation of the approved scheme under planning permission 128837/FO/2020

The proposed scheme, as shown in the visualisation below, makes several significant design amendments when compared to the live planning permission on site. The rooftop extension has been amended so that rather than a glazed box, the extension would be completed in materials to match that of the host property. The double height windows at ground floor have been done away with in order to create a functional first floor. Additionally, the property's squat windows at second and third floor are to be removed to allow for a more cohesive vertical emphasis to be achieved.



Visualisation of proposed development

The proposal whilst retaining the much shell of the existing building would see extensive portions of it removed to allow for the creation of larger and more decorative openings. As shown by the picture below, these openings would consist of a window, Juliet balcony detail, anodised perforated decorative cladding panel and glass fibre reinforced concrete cladding panel. A Structural Report has confirmed that a deeper reveal for the proposed Juliet balcony detail, anodised perforated decorative cladding panel and glass fibre reinforced concrete cladding panel is not possible due to structural issues. Notwithstanding this, these alterations are considered would not only perform a practical function of screening ventilation and outlet/inlet points from view, but also add visual interest to the property. Further to this, it is considered necessary to condition the proposal so that a sample panel be submitted to and approved in writing by the Local Planning Authority.



Proposed bay study detail

The proposed single storey rear extension would only be visible when viewing the site from Grosvenor Street and is of such a scale where it would have a negligible impact on the street scene, whilst also helping to screen an untidy private road littered with visual clutter. The extension is to be completed in anodised aluminium panels coloured bronze. Whilst such a material would be considered acceptable in most circumstances, given that the extension is to be utilised as a bin store there are concerns that such a material may not have the durability to provide a long lasting and high quality finish. Subject to a condition that would review the materiality of said extension so a final agreement can be made, this element of the proposal is acceptable.

It is also considered necessary to condition the proposal so that in the event of an approval, the proposal be conditioned so that the proposed liftoverun is screened from view and that a signage strategy be attached to any approval issued.

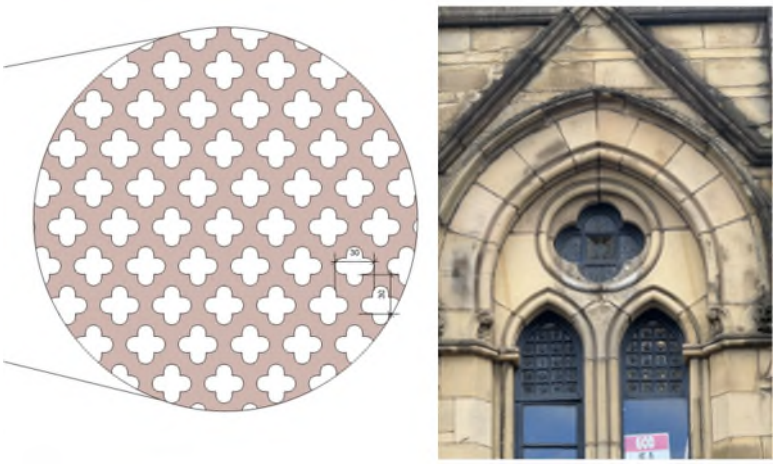
Subject to the conditions listed above, the development is considered to be acceptable with regard to its impact on the appearance of the application site and neighbouring street scene all in accordance with Core Strategy Policy EN1 and DM1, and the National Planning Policy Framework.

Heritage

Further to the above, the application site as existing is considered detracts from the local street scene due to its state of disrepair and vacancy, and by proxy negatively impacts the setting of the neighbouring Grade II listed Former Grosvenor Picture Place and Adult Deaf and Dumb Institute along the south side of Grosvenor Street.

The proposed development would see the alteration and extension of the application property. Given that the significance of the neighbouring heritage assets largely derives from their built form and historical significance, rather than their group value or setting, it is considered the proposal would result in a slight positive impact on their significance.

It is also noted that the proposed decorative perforated panel detail has drawn design inspiration from detailing on the former Deaf and Dumb Institute's façade, as shown below. This is considered to be a subtle reference to that of the neighbouring listed building and is supported.



Proposed perforated panel detail and reference image from neighbouring Grade II listed Deaf and Dumb Institute

In light of the above, the proposal is considered would have a positive impact on the setting of neighbouring listed buildings by way of occupying and rejuvenating a long vacant and semi-dilapidated building, all in accordance with Core Strategy Policies CC9, EN3 and DM1, Saved Unitary Development Plan Policy DC19, Places for Everyone Plan Policy JP-P2, the National Planning Policy Framework, and the Planning (Listed Building and Conservation Areas) Act 1990.

Residential Amenity

Oxford Road, as previously mentioned within this report is largely characterised by properties in varying commercial uses, with some featuring residential uses in their upper floors. The site has previously been considered to be suitable for residential development and the impact of a single storey roof extension was considered to be acceptable. The proposed rooftop extension would not go beyond that approved under planning permission 128837/FO/2020 in terms of scale and height. The proposed single storey rear extension is of such a scale where it is not considered to impact upon neighbouring amenity with regard to loss of light or privacy.

The amenity experienced by future occupiers is considered would be high, with all rooms having access to an outlook and natural light. All floors of the development would be fully accessible with lift access and refuge points present. Notwithstanding this, in order to create an inclusive development, it is considered necessary to condition the proposal in the event of an approval so that the development have level access and that exact details of the accessibility of proposed bedrooms be provided.

No objection has been received by Greater Manchester Police. Notwithstanding this, it is considered necessary in the event of an approval to condition it so that the development must achieve a secured by design accreditation. Environmental Health do not object to the proposal subject to conditions relating to air quality, refuse arrangements, external plant, acoustics, deliveries, hours of opening, odour extraction and demolition and construction hours. A condition

controlling construction hours is considered unreasonable and disproportionate given that such matters fall under the remit of Environmental Health, as such in the event of an approval, such a condition will not be attached. Subject to the remaining aforementioned conditions, the proposal is acceptable in this regard and accords with Core Strategy Policy DM1 and Saved Unitary Development Plan Policy DC26.

Ecology

The application site is a vacant commercial building, with the site also being entirely comprised of hard standing. The Greater Manchester Ecology Unit do not object to the proposal subject to a condition that would require bird nesting opportunities to be provided on site, as well as an informative relating to protected species. Subject to such a condition and informative, the development is considered to be acceptable and is in accordance with Core Strategy Policies EN15 and DM1, Places for Everyone Plan Policy JP-G8 and the National Planning Policy Framework.

Flood Risk

The application site is located in flood zone 1 where the risk of flooding is lowest. Flood Risk do not object to the proposal, with the amount of hard standing on site not being increased. Subject to a condition that would require the foul and surface water being drained on separate systems, the application is acceptable in this regard and accords with Core Strategy Policies EN14 and DM1, Places for Everyone Plan Policy JP-S4, and the National Planning Policy Framework.

Highway Safety

As existing, the application site benefits from 3no off-street parking spaces to the rear of the site. The site fronts onto Oxford Road, a busy arterial a road that also benefits from segregated cycle lanes. Access to the rear of the site is possible from Grosvenor Street, a one way side road, which also benefits from a segregated cycle lane along its northern side. The proposed works would not alter how the site is accessed but would see the loss of 2no of the 3no dedicated off-street parking spaces the site benefits from. The remaining car parking space would be fully accessible, and a residential cycle store would feature at basement level.

Highways do not object to the proposal subject to conditions relating to the control of refuse and servicing arrangements, a student move in/move out strategy, a travel plan and construction management plan. Transport for Greater Manchester have commented that a review of the Traffic Regulation Orders in the vicinity of the development is undertaken. This should cover the potential for introducing additional parking restrictions, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. Taking into account however that both Grosvenor Street and Oxford Road feature heavy parking restrictions and how the site benefits from a live permission for the site's change of use, such measures are considered to be unnecessary and unreasonable to impose on a decision notice. TFGM have also commented that due to how the access to the alleyway/unnamed private road to the rear of the site is achieved by crossing a cycle lane, that the gap in the cycle lane should be narrowed to discourage vehicles from stopping within it and signage posted warning of the cycle lanes presence. Taking into account how the alleyway/unnamed side road to the rear of the site is in use as a vehicle access for no111-137 Oxford Road, it is considered that there is already a high volume of vehicular traffic that crosses the aforementioned cycle lane, furthermore due to how only 1no car parking space for the development is proposed, it is considered unreasonable for the applicant to provide such measures to an existing vehicle access.

Subject to the remaining aforementioned conditions, as well as conditions to secure the provision of cycle storage facilities, as well as conditions that would secure the accessible car parking space

and how it would be allocated, the proposal is acceptable in this regard and accords with Core Strategy Policies DM1 and the National Planning Policy Framework.

Waste Management

The development would see the creation of a single storey rear extension that would house two secure bin stores, one commercial and the other residential. Waste would be collected from the property from along Grosvenor Street. The proposed floor plans confirm that the residential store would have capacity to accommodate 1no 1100l refuse bin, 2no 660 recycling bins, and a 240l food waste bin. Environmental Health have requested that further information relating to the commercial unit's waste recycling facilities. Subject to conditions that would require the residential waste store and strategy to be implemented as part of the development, and for exact details of the commercial unit's recycling arrangements to be submitted and approved by the Local Planning Authority, the development is acceptable in this regard and accords with Core Strategy Policies EN19 and DM1, and the National Planning Policy for Waste.

Conclusion

In light of the above and subject to appropriate planning condition, it has been found that the development is acceptable and is therefore in accordance with Core Strategy Policies SP1, EC3, CC1, CC2, CC4, CC5, CC7, CC9, H12, C10, EN1, EN3, EN14, EN15, EN16, EN17, EN19 and DM1, Saved Unitary Development Plan Policies DC10, DC19 and DC26, Places for Everyone Plan Policies, JP-Strat2, JP-S4, JP-G8 and JP-P2, National Planning Policy for Waste, the National Planning Policy Framework and the Planning (Listed Buildings and Conservation Areas) Act 1990. On this basis the application is recommended for approval.

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

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant/agent in a positive and proactive manner in determining this application by assessing the proposal against relevant planning policies and all material considerations, identifying matters of concern with the proposal and discussing those with the applicant/agent. In this instance negotiation has been able to successfully resolve the identified concerns and issues.

Condition(s) to be attached to decision for approval

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

- 060_PLN_090 Rev P01: Site Location Plan (Received 13/08/2024)
- 060_PLN_092 Rev P01: Proposed Block Plan (Received 13/08/2024)
- 060_PLN_200 Rev P02: Proposed Basement & Ground Floor Plans
- 060_PLN_201 Rev P02: Proposed First & Second Floor Plans
- 060_PLN_202 Rev P02: Proposed Third & Fourth Floor Plans
- 060_PLN_203 Rev P02: Proposed Roof Plan
- 060_PLN_210 Rev P02: Proposed Site Plan
- 060_PLN_300 Rev P02: Proposed South East & North West Elevations
- 060_PLN_301 Rev P02: Proposed South West & North East Elevations
- 060_PLN_400 Rev P01: Proposed Long Section (Received 10/12/2024)
- 060_PLN_401 Rev P01: Proposed Staircore and Cross Sections (Received 10/12/2024)
- 060_PLN_503 Rev P02: External Wall Detail Typical Detail 01
- 060_PLN_504 Rev P01: External Wall Detail Typical Detail 01 (Received 23/09/2024)
- 060_PLN_801 Rev P02: Visualisation as Proposed Oxford Road Junction (Facing North-Easterly)
- 060_PLN_802 Rev P02: Visualisation as Proposed Grosvenor Street (Facing North-Westerly)
- 060_PLN_803 Rev P01: Visualisation as Proposed Typical Bay Window in Alternative View
- 060_PLN_804 Rev P01: Visualisation as Proposed Typical Bay Detail (South-East Elevation)

Documents

- Transport Statement (Prepared by SK Transport Planning; Dated 0808/2024; Received 13/08/2024)
- Environmental Standards Statement (Prepared by QED; Dated August 2024; Received 13/08/2024)
- Crime Impact Statement (Prepared by Greater Manchester Police Design for Security; Dated 08/07/2024; Received 13/08/2024)
- Noise Impact Assessment (Prepared by dBx Acoustics; Dated 06/08/2024; Received 13/08/2024)

o Management Plan (Prepared by Reside Manchester; Dated July 2024; Received 13/08/2024)
o Design Note - Concrete Modifications (Prepared by DYSE Structural Engineers; Dated 24/10/2024; Received 25/10/2024)
o Planning Statement (Prepared by AshtonHale; Dated August 2024; Received 13/08/2024)
o Odour Assessment (Prepared by Redmore Environmental; Dated 01/08/2024; Received 13/08/2024)
o Design and Access Statement (Prepared by Define; Dated 16/08/2024; Received 16/08/2024)

Stamped as received by the City Council as Local Planning Authority on 05/12/2024, unless specified otherwise.

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

3) Prior to the commencement of the development hereby approved, a detailed demolition and construction/fit-out management plan outlining working practices during the construction phase of the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt the plan shall include detail on the following matters;

o Communication strategy with residents and businesses
o Display of an emergency contact number;
o Details of wheel washing;
o Dust suppression measures, including a section on air quality and the mitigation measures proposed to control fugitive dust emissions;
o Compound locations where relevant;
o Details regarding location, removal and recycling of waste (Site waste management plan);
o Phasing and quantification/classification of vehicular activity;
o Types and frequency of vehicular demands - Routing strategy and swept path analysis;
o Measures to mitigate risks such as objects falling from height and impacting highway users;
o Parking for construction vehicles and staff;
o Sheeting over of construction vehicles;
o A commentary/consideration of ongoing construction works in the locality;
o Construction and demolition methods to be used;
o The erection and maintenance of security hoardings where relevant;
o Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times;
o Community consultation strategy, including details of stakeholder and neighbour consultation prior to and during the development along with the complaints procedure;
o Pedestrian management proposals;
o Loading and unloading of plant and materials;
o The design, erection, maintenance and dismantling of scaffolding.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The demolition and construction phases of the development shall then be carried out in accordance with the approved plan.

Reason - To safeguard the amenities of nearby residents and in the interest of highway safety, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

4) a) Before the development commences, a full condition survey of the carriageways/footways on construction vehicle routes immediately surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority.

b) When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

5) Prior to the commencement of all works pursuant to the development hereby approved, with the exception of internal strip out works, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

i. samples and specifications of all materials to be used on all external elevations including sample panel (see limb ii and iii);
ii. drawings to illustrate details of full sized sample panels that will be produced; and
iii. production and approval of full sized sample panels and for a strategy for quality control management.

The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames.

The development shall be carried out in accordance with the approved details.

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

6) a) The development shall not commence until details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, as well as end use, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction and operation of the development.

In this condition a Local Benefit Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships
ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

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

c) Within three months of the commencement of the approved use, a detailed report which takes into account the information and outcomes about local labour recruitment, for the end use of the

development, pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

7) Prior to the commencement of any external works pursuant to the development hereby approved, details of the location, size and specification of accessible bedrooms for the purpose-built student accommodation shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the accommodation is accessible to all pursuant to policy DM1 of the Manchester Core Strategy (2012).

8) Prior to the commencement of any works in relation to the erection of the single storey ground floor extension hereby approved, final details and confirmation of the extension's material finish, including material samples, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall then proceed in accordance with the approved details.

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

9) Notwithstanding the information detailed within Condition 2 (Approved plans) of this decision notice, prior to the installation of the approved lift overrun, full and final details of a visual screen that will surround it, shall be submitted to and approved in writing by the City Council as Local Planning Authority.

For the avoidance of doubt, these full and final details shall include the final design of the screen, updated detailed scaled elevations and cross sections of the elevation, fixing details, material specifications and samples, and product specifications.

The approved screen shall be installed within one month of the installation of the equipment hereby approved and shall be implemented fully and only in accordance with the approved information. The equipment shall be screened for as long as it is in situ.

Reason - In the interests of visual amenity, and to protect the character and appearance of the host building and local street scene in accordance with policies SP1, EN1, and DM1 of the Adopted Core Strategy for the City of Manchester.

10) Prior to the first occupation of the development hereby approved, details of the number, siting and appearance bird and bat boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason - In the interest of providing habitats for birds and bats and to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

11) Prior to the first occupation of the development a Student move in/move out Operation Management Strategy shall be submitted for approval in writing by the City Council, as Local

Planning Authority. The strategy should include provision of time slots and management arrangements.

The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation the development and thereafter be adhered to for the lifetime of the development.

Reason - To ensure appropriate servicing management arrangements for moving in and out of the development are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

12) Prior to the first occupation of the purpose-built student accommodation building, a student wellbeing strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall be implemented as part of the first occupation of the development and thereafter retained.

Reason - In the interest of ensure student welfare pursuant to policy DM1 of the Manchester Core Strategy (2012).

13) Prior to the first occupation of the approved purpose-built student accommodation, a detailed Residential Management Strategy, including that listed below, following shall be submitted to an approved in writing by the City Council as Local Planning Authority.

o Details of the 24 hour management of the site, in particular in relation to servicing, refuse (storage and removal) and noise management of communal areas.
o Full details of a maintenance strategy for the areas of public realm adjacent to the site including surfaces, planting and litter collection and details of where maintenance vehicles would park.
o Details of how the approved car parking space shall be managed/allocated.
o Details for a residential parcel delivery strategy, including delivery drop off-points and delivery holding area.

The approved management plan shall be implemented from the first occupation of the residential element and be retained in place for as long as the development remains in use.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

14) Prior to the first occupation of the commercial unit hereby approved, a scheme detailing the hours of opening and general management of the unit, shall be submitted to and approved in writing by the City Council as local planning authority. The commercial unit shall then operate in accordance with the approved hours and details for the lifetime of the development.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy DM1 of the Core Strategy, Saved Unitary Development Plan Policy DC26 and to reflect the guidance contained in the National Planning Policy Framework.

15) Prior to the occupation of the ground floor commercial unit hereby approved, a scheme detailing the waste storage and collection details for the unit, including a schedule for the times and frequency of waste collections shall be submitted to and approved in writing by the City

Council as Local Planning Authority. The development shall then proceed in accordance with the approved details which shall be adhered to for its lifetime.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

16) A) The approved commercial unit hereby approved shall be acoustically insulated and treated to limit the break out of noise in accordance with the submitted noise impact assessment prepared by dbx Acoustics, dated 06/08/2024, stamped as received by the City Council as Local Planning Authority on 13/08/2024.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy, and Saved Unitary Development Plan Policy DC26.

17) a) Prior to the occupation of the development, a scheme for acoustically insulating the proposed student accommodation against noise from Oxford Road and Grosvenor Street shall be submitted to and approved in writing by the City Council as local planning authority. The study must take into account other actual or potential sources of noise on or near the site, including any local commercial industrial premises such as nearby licensed premises.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 10 times)
Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq
Gardens and terraces (daytime) 55 dB LAeq

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

b) Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The verification report shall be

submitted to and approved in writing by the City Council as Local Planning Authority. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason - To safeguard the amenities of nearby residents and future occupants, pursuant to policies SP1 and DM1 of the Manchester Core Strategy, and Saved Unitary Development Plan Policy DC26.

18) a) Prior to the installation of any extraction or ventilation equipment for the ground floor commercial unit hereby approved, should it be required, details of how fumes, vapours and odours shall be extracted and discharged from the commercial unit hereby approved shall be submitted to and approved in writing by the City Council as local planning authority before the use commences.

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

b) Prior to occupation of the commercial unit hereby approved, confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy, and Saved Unitary Development Plan Policy DC26.

19) a) Notwithstanding the approved Noise Assessment (Prepared by dbx Acoustics; Dated 06/08/2024; Received 13/08/2024), externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Core Strategy, Saved Unitary Development Plan Policy DC26 and to reflect the guidance contained in the National Planning Policy Framework.

20) a) Prior to the occupation of the development, a scheme for boiler emissions, shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy

21) a) Prior to the occupation of the development, a scheme for a clean air intake shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

22) Prior to the first use of the premises, a signage strategy shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented as part of the development and then be adhered to thereafter.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

23) a) Before the use hereby approved commences, external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall be submitted to and approved in writing by the City Council as Local Planning Authority. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

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 policies SP1 and DM1 of the Core Strategy.

24) The development hereby approved shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 13/08/2024. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

25) Prior to the first use of the development, details of any roller shutters to the ground floor shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters

shall be fitted internally to the premises. The approved details shall be implemented prior to the first use the development and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

26) The development hereby approved shall be carried out in accordance with the Transport Statement, prepared by SK Transport, received by the City Council, as Local Planning Authority, on the 13/08/2024.

In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
iii) mechanisms for the implementation of the measures to reduce dependency on the private car
iv) measures for the delivery of specified Travel Plan services
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first occupation of the development, a Travel Plan for the development which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

27) Within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area, a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception. 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 - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

28) The development hereby approved shall be carried out in accordance with the submitted Environmental Standards Statement stamped as received by the City Council, as Local Planning Authority, on the 13 August 2024. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

29) All windows, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window openings at all times and views into the premises shall not be screened or obscured in any way, with the exception of that required for building control regulations.

Reason - The clear glazed windows are an integral and important element in the design of the lower level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

30) No doors to ground floor spaces (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

31) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

32) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

33) The ground floor commercial unit hereby approved shall be used for Class E (a) or (b), excluding convenience retail and gym uses, and for no other purpose (including any other purpose within Class E of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (SI 2020 No.757) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - The use of the premises other than in accordance with the approved use would require further consideration by the Local Planning Authority and may not be appropriate in this locality in accordance with Core Strategy Policies SP1, EC2 and DM1, and the National Planning Policy Framework.

34) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

35) The provision of 20no cycle spaces, as indicated on drawing no. 060_PLN_200 Rev P02, received by the City Council as Local Planning Authority on 05/12/2024, shall be implemented prior to the first occupation of the residential element of the development hereby approved and shall be retained and maintained in situ for as long as the development remains in use.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

36) The provision of a disabled car parking space, as indicated on drawing 060_PLN_210 Rev P02, received by the City Council as Local Planning Authority on 05/12/2024, shall be implemented prior to the first occupation of the residential element of the development hereby approved and shall be retained and maintained in situ for as long as the development remains in use.

Reason - To ensure car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

37) The purpose-built student accommodation hereby approved shall dispose, store and collect, its waste and recycling in accordance with the submitted waste proforma (Included within the Design and Access Statement (Prepared by Define; Dated 16/08/2024; Received 16/08/2024)) and as shown on drawing no. 060_PLN_200 Rev P02, received by the City Council as Local Planning Authority on 05/12/2024. The approved details shall be implemented prior to the first occupation of the residential element of the development and thereafter be retained and maintained in situ.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

38) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours for the lifetime of the development hereby approved:

07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation in accordance with Core Strategy Policy DM1 and the National Planning Policy Framework.

39) The student accommodation hereby approved shall be used as purpose built student accommodation (PBSA) (Sui Generis) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) (including serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights).

Reason - To ensure that the accommodation is used solely for the intended purpose - student accommodation and to safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

Informatives

1) Whilst the no evidence of bats has been found on site, the applicant is reminded that under Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably

licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

2) Work (including building demolition and any vegetation and site clearance) should be timed to avoid the main bird nesting season (March - August inclusive) unless it can otherwise be demonstrated that no active bird nests are present.

The applicant needs to be aware of the legal protection that certain species receive and that the granting of planning permission does not negate the need to abide by the laws that are in place to protect biodiversity. If at any time any protected species are found or are suspected of being present on the site and adversely affected by the development, work should cease immediately and an ecologist/LPA should be contacted.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Transport For Greater Manchester
University Of Manchester
Manchester Metropolitan University
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society

Apartment 15, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 12, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 11, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 17, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
115A Oxford Road, Manchester, M1 7DU
Flat 5, 117 Oxford Road, Manchester, M1 7DU
Flat 11, 117 Oxford Road, Manchester, M1 7DU
Flat 10, 117 Oxford Road, Manchester, M1 7DU
125 Oxford Road, Manchester, M1 7DU
Flat 3, Akhtar House, 129 - 135 Oxford Road, Manchester, M1 7DY
Flat 5, Akhtar House, 129 - 135 Oxford Road, Manchester, M1 7DY
Flat 11, Akhtar House, 129 - 135 Oxford Road, Manchester, M1 7DY
Flat 12, Akhtar House, 129 - 135 Oxford Road, Manchester, M1 7DY
Flat 7, 126 York Street, Ardwick, Manchester, M1 7XN
133B Grosvenor Street, Manchester, M1 7HE
Flat 3, 126 York Street, Ardwick, Manchester, M1 7XN
Apartment 21, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 10, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 6, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Flat 8, 117 Oxford Road, Manchester, M1 7DU
Flat 4, 117 Oxford Road, Manchester, M1 7DU
Ground Floor, 125 Oxford Road, Manchester, M1 7DU
Flat 15, Akhtar House, 129 - 135 Oxford Road, Manchester, M1 7DY
Flat 9, Akhtar House, 129 - 135 Oxford Road, Manchester, M1 7DY
Flat 7, Akhtar House, 129 - 135 Oxford Road, Manchester, M1 7DY
129 Oxford Road, Manchester, M1 7DY
Sugden Sports Centre, 114 Grosvenor Street, Manchester, M1 7HL
Flat 11, 126 York Street, Ardwick, Manchester, M1 7XN
Flat 6, 126 York Street, Ardwick, Manchester, M1 7XN
Scruffy Murphys And Holy City, Grosvenor Street, Manchester, M1 7HL
111 Grosvenor Street, Manchester, M1 7HE
Flat 10, 126 York Street, Ardwick, Manchester, M1 7XN
Apartment 1, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 13, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 20, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 16, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 4, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Cafe, 107 Oxford Road, Manchester, M1 7DU
Flat 14, 117 Oxford Road, Manchester, M1 7DU
Flat 1, 117 Oxford Road, Manchester, M1 7DU
Flat 12, 117 Oxford Road, Manchester, M1 7DU

121 Oxford Road, Manchester, M1 7DU
The Footage, Grosvenor Street, Manchester, M1 7DZ
Flat 14, Akhtar House, 129 - 135 Oxford Road, Manchester, M1 7DY
135B Oxford Road, Manchester, M1 7DY
131 Oxford Road, Manchester, M1 7DY
Sand Bar, 120 Grosvenor Street, Manchester, M1 7HL
Hillcourt Street Cycles, 1 Hillcourt Street, Manchester, M1 7HU
124 Grosvenor Street, Manchester, M1 7HL
Flat 12, 126 York Street, Ardwick, Manchester, M1 7XN
Dominoes Pizza, 126 York Street, Ardwick, Manchester, M1 7XN
Flat 8, 126 York Street, Ardwick, Manchester, M1 7XN
Mandela Buildings, 99 Oxford Road, Manchester, M1 7EL
Advice Centre, Sidney Street, Manchester, M1 7HB
Apartment 22, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
117 Oxford Road, Manchester, M1 7DU
Flat 10, Akhtar House, 129 - 135 Oxford Road, Manchester, M1 7DY
Flat 2, 126 York Street, Ardwick, Manchester, M1 7XN
131 Grosvenor Street, Manchester, M1 7HE
133 Grosvenor Street, Manchester, M1 7HE
Flat 15, 126 York Street, Ardwick, Manchester, M1 7XN
Flat 1, 126 York Street, Ardwick, Manchester, M1 7XN
Top Flat, 129 Oxford Road, Manchester, M1 7DY
Apartment 8, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 5, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 14, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Flat 6, 117 Oxford Road, Manchester, M1 7DU
123 Oxford Road, Manchester, M1 7DU
127 Oxford Road, Manchester, M1 7DY
127A Oxford Road, Manchester, M1 7DY
Flat 13, Akhtar House, 129 - 135 Oxford Road, Manchester, M1 7DY
Akhtar House, 129 - 135 Oxford Road, Manchester, M1 7DY
The Sand Bar, 120 - 124 Grosvenor Street, Manchester, M1 7HL
Flat 14, 126 York Street, Ardwick, Manchester, M1 7XN
Flat 4, 126 York Street, Ardwick, Manchester, M1 7XN
Unit 29, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Apartment 7, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Flat 7, 117 Oxford Road, Manchester, M1 7DU
Flat 3, 117 Oxford Road, Manchester, M1 7DU
Second Floor, 125 Oxford Road, Manchester, M1 7DU
First Floor, 127A Oxford Road, Manchester, M1 7DY
Flat 8, Akhtar House, 129 - 135 Oxford Road, Manchester, M1 7DY
133A Grosvenor Street, Manchester, M1 7HE
Ground Floor And First Floor, The Deaf Institute, 135 Grosvenor Street, Manchester, M1 7HE
Manchester Metropolitan University, Arts And Humanities Building, Cavendish Street, Manchester, M15 6BG
Apartment 18, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 3, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 23, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 19, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
111 Oxford Road, Manchester, M1 7DU
115B Oxford Road, Manchester, M1 7DU
Flat 2, 117 Oxford Road, Manchester, M1 7DU
Flat 9, 117 Oxford Road, Manchester, M1 7DU
Second Floor, 127A Oxford Road, Manchester, M1 7DY

Second Floor, 137 Oxford Road, Manchester, M1 7EA
Flat 2, Akhtar House, 129 - 135 Oxford Road, Manchester, M1 7DY
135A Oxford Road, Manchester, M1 7DY
122 Grosvenor Street, Manchester, M1 7HL
Flat 1, Scruffy Murphys, 126 Grosvenor Street, Manchester, M1 7HL
Flat 2, Scruffy Murphys, 126 Grosvenor Street, Manchester, M1 7HL
Flat 16, 126 York Street, Ardwick, Manchester, M1 7XN
Flat 9, 126 York Street, Ardwick, Manchester, M1 7XN
Flat 17, 126 York Street, Ardwick, Manchester, M1 7XN
135 Grosvenor Street, Manchester, M1 7HE
The Pub Zoo, 126 Grosvenor Street, Manchester, M1 7HL
Flat 5, 126 York Street, Ardwick, Manchester, M1 7XN
Apartment 9, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 2, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
115 Oxford Road, Manchester, M1 7DU
Flat 13, 117 Oxford Road, Manchester, M1 7DU
119 Oxford Road, Manchester, M1 7DU
Flat 6, Akhtar House, 129 - 135 Oxford Road, Manchester, M1 7DY
Flat 4, Akhtar House, 129 - 135 Oxford Road, Manchester, M1 7DY
Flat 1, Akhtar House, 129 - 135 Oxford Road, Manchester, M1 7DY
Flat 13, 126 York Street, Ardwick, Manchester, M1 7XN

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: CENTRAL