

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136117/FO/2023

Date registered valid: 1 May 2024

Proposal: Erection of six storey building above basement level to comprise five x 2 bed apartments (Use Class C3) and ground floor and basement office space (Class E -(Commercial, Business and Service Uses)

Address: 47 Spear Street, Manchester, M1 1DF

Ward(s): Piccadilly Ward

Applicant: Mr Seb Evason Zidane Projects

Agent (if any): Material Studio Architects

Case officer: Angela
Tel: 0161 234 Leckie
Email: angela.leckie@manchester.gov.uk 4651

Recommendation: Approve

Date of recommendation: 17/09/24

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 10 May 2024

Standard consultations:

Printed: 9 May 2024 Expired: 31 May 2024

Neighbour notifications

Printed: 9 May 2024 Expired: 31 May 2024

Site notice

Posted: 10 May 2024 Expired: 1 June 2024

Press advert

Published: 14 May 2024 Expired: 28 May 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Stevenson Square Conservation Area 1987

Tree Preservation Order: Not applicable

Description of Site and Area



Figure 2.3: View of site looking north on Spear Street.



The application relates to a currently vacant cleared site and part of an adjacent service yard known as 47 / 47a Spear Street which fronts onto Spear Street close to its junction with Faraday Street. It shares a boundary with a 3 storey building known as 45 Spear Street. To the rear are buildings at 54 Oldham Street and to the remaining side, the service yard to the rear of 56 Oldham Street half of which lies within the site edged red. The service yard is split between 2 landownerships and currently occupied by what appears to be a temporary one storey structure which oversails the application site.

The site in its current form has a major negative impact on the character and appearance of the Conservation Area. The gap site disrupts the tight urban grain and consistent building line along this section of Spear Street. Furthermore, the site is unkempt and in a dilapidated condition.

The site lies within the Stevenson Square Conservation Area and on the edge of the Smithfield Conservation Area. The site was previously occupied by a 5 storey red brick building with a pitched roof. There are a number of listed buildings nearby, the nearest of which is the Castle Hotel at 66 Oldham Street (grade II listed public house) and Sevendale House (grade II listed) Dale Street.

This area contains a mix of late 19th and early 20th century commercial buildings, with a grid form street plan that was based around high density artisan housing. Small areas of late 18th and early 19th century housing, and parts of the 19th century wholesale markets remain at

Smithfield. The sites immediately around the site comprise cleared sites, surface car parks, modern and Victorian Buildings and more recently the contemporary The Quarters development. Spear Street is narrow and is a back street in relation to Lever Street and Oldham Street which run parallel to it. Whilst there have been incremental improvements in recent years, there is little activation on Spear Street, and it contains numerous fire exits, car parks, M&E vents and bin store openings. The urban environment is poor and anti-social behaviour occurs.

The site is in the Northern Quarter which contains digital, media and technologybased companies; creative and cultural industries; homes; offices, hotels and serviced apartments, retail and independent bars and restaurants. Homes are adjacent at 84-86 Oldham Street, 90-94 Oldham Street, 4 Houldsworth Street, 53 and 95 Spear Street.

Building heights in the area vary from 3 to 8 storeys. Buildings on Spear Street vary between 2 and 8 storeys. The majority are between 3 and 5 but they step up in height towards Great Ancoats Street. On Oldham Street north of Hilton Street there are buildings from 2 to 6 storeys. To the rear, the Hive is 4 to 7 commercial storeys. There is a recently constructed seven-storey modern infill development at 53 Spear Street (120878/FO/2018) and at 76 - 82 Oldham Street (110074/FO/2015/C2) which is up to eight storeys.

The site is close to Piccadilly Station, Metro link, Metroshuttle and bus services. It is in Flood Risk Zone 1 and is classed as at low risk and is within a critical drainage area.

Consent was granted on 2017 for the erection of a five storey apartment building above basement level comprising 4 x 2 bed apartments and 1 x two storey two bed live/work space (ground floor and basement).(application ref no 118233/FO/2017). This was the same height as the building which previously occupied the site.

Description of development

Consent is sought for the erection of six storey building above basement level to comprise five x 2 bed apartments (Use Class C3) and ground floor and basement office space (Class E - (Commercial, Business and Service Uses). At roof level there would be PV panels, a lift overrun and a sprinkler tank. There would be a cycle store within the basement for both residents (6 spaces) and occupiers of the commercial use (4 spaces). A lift would provide access to all floors. Bin storage would be to the rear of the ground floor. The existing one storey structure which oversails the application site would be retained.

All apartments would meet with the space requirements within the Residential Design Guide.

The facades would be formed from a mix of glazing and grey brick to include a mix of bonding types with panels of recessed soldier coursing above and below vertically proportioned windows of two pane sash design. The flat roof would be set behind a parapet which will be topped with a coping detail.

Window frames would be anodised metal as would the coping detail. Windows would be set back within deep 170mm reveals. There elevation facing the service yard would include blind brick faced window openings and would feature a number of brick air vents. It is also proposed to insert a number of lightwells within the service yard to provide daylight into the basement.

The ground floor entrance lobby and commercial unit on Spear Street would be glazed and provide street activity. A right of access across the site for the adjacent property would be maintained to Spear Street.

A new anodised vehicle / pedestrian access gate would be installed to the part of the service yard within the application site.

Servicing would be from Spear Street and waste would be split into the following bins, collected weekly: Blue - Pulpable material (recycled) - paper, cardboard, tetrapak etc Brown - Co-mingled material (recycled) - glass, cans, tins, plastic etc Green - Organic waste (recycled) - food stuffs etc Black General waste (nonrecycled) - all non-recyclable. The number of bins has been calculated from City Council document 'GD04 Waste Storage and Collection Guidance for New Developments V7 Citywide Support - Environmental Protection (Sept 2023).

Consultations & Notification Responses

Publicity – Adjacent occupiers were notified, the development was advertised in the local press as a major development which would affect the setting of a conservation area and site notices were placed adjacent to the site. 1 letter of objection has been received this is summarised below:

- Bins placed in the driveway would hinder access for the adjacent property to enjoy its legal right of access across both sides of the service yard.
- Planning documents show that lightwells are being built in the driveway. This may also hinder the ability to drive on the driveway.
- There is a flat roof that extends from the end of my building onto part of the driveway. This roof covers part of the driveway. This roof has been there since at least 1978 when I moved into my building. However it is my belief that this roof structure has been there from inception when the building was built. The roof gives protection from the weather elements, i.e. rain, etc. etc. I note that the applicants have not shown this roof to be present or replaced as part of the proposed works / future build. If the plan is to remove this roof then I hereby object to the removal of this roof.
- Party Wall Notice. Party Wall Notice will be required for works within 3/6m and alongside my property.
- The use of the drive would be impacted by the construction of the proposed external wall which will put the drive out of action to permit the construction work.
- Right of Light. There has been no building on the land upon which it is proposed to build the new building since at least 1999. As a result the adjacent property has received daylight for at least the last 20 years. I am therefore entitled to continue to receive that light. I believe the proposed building will impact on entitlement to receive that light.

The Head of Neighbourhood Services (Highway Services) – Has no objections subject to conditions requiring agreement of a Construction Management Plan and Travel Plan.

Head of Environmental Protection - Has no objections and has recommended conditions relating to the storage and disposal of refuse, acoustic insulation of the accommodation (including against plant on adjacent properties), acoustic insulation of associated plant and equipment, the hours during which deliveries can take place and about verification of remediation for on site contamination. Advice has also been given about appropriate working hours during construction.

Flood Risk Team – No objections

Environment Agency – No comments received.

Greater Manchester Archaeological Unit – No objections and are satisfied that this scheme would not impact on any archaeological interest.

Greater Manchester Police (Design for Security) – No comments received.

United Utilities – No objections subject to conditions relating to surface water drainage.

Greater Manchester Ecology Unit – No objection subject to a condition relating to biodiversity measures comprising bat and bird boxes being secured through a condition

Planning Gateway (HSE) - No objections noting that this planning application, does not appear to fall under the remit of planning gateway one because the height condition of a relevant building is not met.

Issues

The Development Plan

The principal document within the framework is **The Core Strategy Development Plan Document 2012 -2027** ("the Core Strategy") was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

Strategic Spatial Objectives

The Core Strategy contains Strategic Spatial Objectives that form the basis of the policies as follows:

SO1. Spatial Principles this is a highly accessible location, and the development would reduce the need to travel by private car, support the sustainable development and help to halt climate change.

SO2. Economy The scheme would provide jobs during construction and permanent employment and facilities in a highly accessible location. The employment would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO3 Housing Economic growth requires housing in attractive places. This is a sustainable location where there is a presumption in favour of high quality and density housing. The development would address demographic need and support economic growth.

SO5. Transport The development would be highly accessible, reduce the need to travel by private car and use public transport effectively. Sustainable transport networks would improve physical connectivity and enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

SO6. Environment The development would seek to protect and enhance the natural and built environment and ensure the sustainable use of natural resources to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) - The proposal would have a positive impact on visual amenity and the character of the area the development would remove the feeling of dilapidation from the site and improve levels of street activity and natural surveillance. The scheme would be high quality and complement existing and recent developments would improve the area and contribute towards the creation of a balanced neighbourhood. It would create a high quality neighbourhood for residents to live in which protects and enhance the built and natural environment

Policy CC3 Housing – It is expected that a minimum of 16,500 new homes will be provided in the City Centre up to 2027. The development would be in an area identified for residential development and would suit a range of occupants.

Policy EC1 (Land for Employment and Economic Development) – The proposal would develop a highly accessible site and would support employment growth. It would provide jobs for local people in construction and in use and would connect residents with local jobs. The site is close to transport infrastructure and would encourage walking, cycling and public transport use. It would ensure the continued social, economic and environmental regeneration of the City.

Policy EC3 (The Regional Centre) – The development would be close to sustainable transport facilities.

Policy CC5 (Transport) - The proposal would be accessible by a variety of modes of sustainable transport which would help to improve air quality.

Policy CC6 (City Centre High Density Development) – This high density development would use the site efficiently.

Policy CC7 (Mixed Use Development) – The ground floor would be active.

Policy CC8 (Change and Renewal) – Jobs would be created during construction and in the commercial accommodation.

Policy CC9 (Design and Heritage) - The design would be high quality. Its impact on the settings of nearby listed buildings and the Stevenson Square Conservation Area is discussed in more detail below.

Policy CC10 (A Place for Everyone) – The proposals would complement the ongoing regeneration of the Northern Quarter and would be fully accessible.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift from car travel to more sustainable alternatives. It would improve pedestrian routes and the pedestrian environment would prioritise pedestrian and disabled people, cyclists and public transport.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes and would help to connect people to jobs and local facilities.

Policy EN1 (Design Principles and Strategic Character Areas) - The design would complement the areas heritage and the character of the conservation area. It would respond positively at street level and enhance permeability. The positive aspects of the design are discussed in more detail below.

Policy (EN3 Heritage) – The impact on the settings of the nearby listed buildings and the Stevenson Square Conservation Areas is discussed in more detail below.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon

Development - The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 An Energy Statement sets out how the development would comply with the target framework for CO2 reductions from low or zero carbon.

Policy EN8 (Adaptation to Climate Change) – Policy EN 8 Adaptation to Climate Change - The energy statement sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN15 (Biodiversity and Geological Conservation) – The site is not high quality in ecology terms and biodiversity enhancements are proposed.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and minimise traffic emissions. It would not compromise air quality. Parking is not proposed. On site cycling storage would encourage residents and staff to cycle. Dust suppressions measures would be used during construction.

Policy EN17 (Water Quality) – An assessment of the site's ground and groundwater conditions shows the proposal would be unlikely to cause contamination to surface watercourses and the impact on water quality can be controlled by a condition.

Policy EN18 (Contaminated Land and Ground Stability) - Possible risks from ground contamination could be controlled through a condition.

Policy EN19 (Waste) - The development would be consistent with the principles of waste hierarchy. A Waste Management Strategy sets out how waste production would be minimised during construction and operation.

Policy DM1 (Development Management) – Careful consideration has been given to the design, scale and layout of the building and impacts on amenity. These issues are considered full in this Report

Saved UDP Policies

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved Policy DC18.1 Conservation Areas – The proposal would enhance the character and appearance of the conservation area. The setting of the adjacent Smithfield Conservation Area and character of the Stevenson Square Conservation Area would not be fundamentally compromised. This is discussed in more detail later in the Report.

Saved Policy DC19.1 Listed Buildings – The proposal would not harm the settings of the nearby listed buildings. This is discussed in more detail below.

Saved Policy DC20 Archaeology – Given previous site disturbance there are unlikely to be archaeological remains which need to be recorded.

DC22 (Footpath Protection) - The development would improve pedestrian routes in the local area through ground floor activity and repaving.

Saved Policy DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. This is discussed in more detail below.

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester.

The Plan is now adopted planning policy and its policies must therefore be given significant weight in the planning balance

The relevant policies in the Plan are as follows:

Objective 1: Meet our housing need – this proposal would provide 6 new homes. Providing residential accommodation in a sustainable location is an essential component of the City's housing strategy.

Objective 2: Create neighbourhoods of choice – this proposal would develop a brownfield site close to jobs, amenities and public transport. The proposal would provide residential accommodation sizes to meet a wide variety of family needs and circumstances.

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester – jobs would be created during construction and when the development is operational

Objective 4: Maximise the potential arising from our national and international assets – the proposal would provide an appropriate development on a strategic through route removing a vacant and poor quality site from the area creating a high quality development with enhanced street level activity and legibility.

Objective 5: Reduce inequalities and improve prosperity – The site is close to employment and educational opportunities.

Objective 6: Promote the sustainable movement of people, goods and information – The proposal would be within walking distance of Piccadilly stations, Metrolink stops and have with access to the local bus connections at Piccadilly Gardens.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – This low carbon development includes renewable energy and can secure biodiversity improvements.

Objective 8: Improve the quality of our natural environment and access to green spaces – biodiversity would be improved and surface water would be managed.

Objective 9: Ensure access to physical and social infrastructure – There are amenities and services nearby.

Objective 10: Promote the health and wellbeing of communities – travel planning would promote use of public transport and the use the local amenities.

Policy JP-Strat1: Core Growth Area- The development would support economic growth and the residential accommodation pipeline within the city centre. It would create jobs during construction and when in operation.

Policy JP- Strat2: City Centre- This would be a high density scheme in a highly sustainable location.

Policy JP-S2: Carbon and Energy – The proposal would include PV cells and would achieve and equivalent of a BRE AAM rating.

Policy JP-S5: Flood Risk and the Water Environment – The development would minimise surface water run off.

Policy JP-S6: Clean Air – Construction activities can be mitigated to minimise the impact on air quality.

Policy JP-S7: Resource Efficiency – Resources would be consumed during construction. The proposal would be highly efficient and low carbon.

Policy JP-H3: Type, Size and Design of New Housing – All apartments would meet the Manchester RDG Standards.

Policy JP-H4: Density of New Housing – This would be a high density development in a sustainable area.

Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity – Conditions can secure bird and bat boxes which would increase biodiversity.

JP-P1 Sustainable Places – The proposal would develop an underutilised site. The development would promote recycling.

Policy JP-P2: Heritage – The architecture and materiality would be high quality and minimise and impacts on the setting of nearby historic buildings.

Policy JP-C1: An Integrated Network – This is a highly sustainable location and is well connected to public transport, jobs, recreation and green infrastructure.

Policy JP-C4: Streets for All – The upgrade of the footways would support an integrated network of streets and improve permeability and accessibility to the city centre.

Policy JP-C7: Transport Requirements of New Development – The proposal would be connected to the infrastructure and nearby public transport.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007) This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people, pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability.

Sections of relevance are:

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Manchester City Centre Strategic Plan- The Strategic Plan 2015-2018 updates the 2009-2012 plan and seeks to shape the activity that will ensure the city centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over period of the plan, updates the vision for the city centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describe the partnerships in place to deliver those priorities.

The application site lies within the area identified in the document as the Northern Quarter. This identifies the importance of the areas non-mainstream offer as being important for any global city and giving the Northern Quarter a unique identity within both the city and, to some extent, the UK. The areas growing reputation and attraction to a high number of visitors, is identified as providing an important contribution to the economy of the city centre.

Because of its nature, the regeneration within the Northern Quarter area is described as having been organic and incremental and, therefore, more subtle and ultimately less predictable than in other parts of the city centre. The aim of activity within the area is to bring about change in a way that retains the area's distinct identity. This can be done by building on the area's

strengths to produce a creative and cultural destination, with a high-quality built environment attractive to businesses and residents and providing opportunities for private sector investment. It is considered that the proposals would be in keeping with these objectives. The proposed commercial unit and a further addition to the housing options within the current well established residential community around the site would help to build on the successes of the area's evening economy by promoting usage as a daytime destination.

Manchester Housing Strategy 2022-2032 – This seeks to deliver 36,000 new homes by 2032, including 10,000 affordable homes (some 28% of total delivery) and supports high density housing in the core of the conurbation. The proposed development would go some way to contribute to achieving the above targets and growth priorities but would not deliver any affordable homes. The provision of affordable homes is covered in more detail later in this Report.

Manchester Residential Quality Guidance (July 2016) (MRQG) – The City Council's has endorsed the Manchester Residential Quality Guidance which is now a material planning consideration. The document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. The proposal is broadly in keeping with the aims and objectives set out in the guidance.

Relevant National Policy

The revised NPPF re-issued in December 2023. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 'Delivering a sufficient supply of new homes' states that a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet as much of an areas identified housing need as possible, including with an appropriate mix of housing types for the local community' (paragraph 60).

This proposal would redevelop a brownfield site in a key regeneration area for 5 new homes. The development is below the threshold for the provision of affordable homes.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (para 96). The proposal would be safe and secure. Cycle parking is provided.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (para 109).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel pack promoting the use of sustainable transport modes would be a condition of the approval.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 123).

The proposal would re-purpose an underutilised brownfield site currently in deteriorating conditions which has a negative impact on the street scene. The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. The residential accommodation would meet known regeneration requirements in the area. The site is close to sustainable transport infrastructure. A travel plan would encourage the use of public transport, walking and cycle routes to the site. This would be a car free development reducing car journeys to and from the site.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process' (paragraph 131).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 135).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 136).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promotes high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

The design would be high quality and complement the distinctive architecture within the area. The building would be sustainable and low carbon. The Proposed Development would include biodiversity enhancements which would be secured by a condition.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (para 157).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 159).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 162).

The buildings fabric would be highly efficient and it would predominately use electricity. Efficient drainage systems would manage water at the site.

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land. High performing fabric would ensure no unduly harmful noise outbreak on the local area. Recommendations are made within an Ecology Assessment about biodiversity enhancements.

Paragraph 189 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination. There is contamination at the site from its former uses. The ground conditions are not usual or complex and can be appropriate remediated.

Paragraph 191 outlines that decisions should ensure that the development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short term noise impacts associated with construction but these can be managed to avoid any unduly harmful impacts on amenity. There are no noise or lighting implications associated with the operation of the development.

Paragraph 192 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during construction. A travel plan and access to public transport encouraging alternative travel choices. The site is within Zone 1 of the Environment Agency flood maps and has a low probability of flooding.

Section 16 Conserving and enhancing the historic environment – which states that in determining planning applications, local planning authorities should take account of:

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

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

In terms of the NPPF the following should also be noted:

Paragraph 195 – Requires that heritage assets are conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

Paragraph 200 - Local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be sufficient to understand the potential impact of the proposal on their significance.

Paragraph 201 - LPAs should ensure that any conflict between the heritage asset's conservation and any aspect of the proposal is avoided or minimised.

Paragraph 202 - Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state should not be taken into account in any decision.

Paragraph 203 - In determining applications, LPA's should take account of, the desirability of sustaining and enhancing the significance of heritage assets.

Paragraph 205 - When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

Paragraph 206 - Any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification.

Paragraph 207 - Proposals that lead to substantial harm to a designated heritage asset should be refused, unless it can be demonstrated that the substantial harm is necessary to achieve substantial public benefits that outweigh that harm.

Paragraph 208 - Proposals of less than substantial harm to the significance of a designated heritage asset should be weighed against the wider public benefits of the proposal.

Paragraph 209 - The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application.

Paragraph 212 - Local planning authorities should look for opportunities for new development within Conservation Areas, and within the setting of heritage assets, to enhance or better reveal their significance.

The proposals would be contrary to paragraphs 195, 201, 203, 205, 206, 208, 209 and 212. The reasons for this are discussed in more detail below.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

The proposal would not harm the setting of affected heritage assets.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Other National Planning Legislation

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

S72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area.

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder

The Schemes Contribution to Regeneration and Housing Delivery -The regeneration of the City Centre is an important planning consideration as it is the primary economic driver of the region and is crucial to its longer term economic success. The regeneration of the Northern Quarter has created a high quality mixed use area and this proposal would continue this process. It would support the economy and improve street level engagement and help to sustain the Northern Quarter as a vibrant place to work and live.

The city centre population has increased from a few thousand in the late 1990s to circa 24,000 by 2011. The population is expected to increase considerably by 2030, and this, together with

trends and changes in household formation, requires additional housing and the proposal would contribute to this need. Providing the right quality and diversity of housing including affordable homes, is critical to economic growth to attract and retain a talented workforce and maintain the City's growth. These homes would be in a well-connected location, in an area that has been identified as being suitable for new homes, adjacent to major employment and areas earmarked for future employment growth.

The scheme would be consistent with a number of the GM Strategy's key growth priorities by delivering appropriate housing to meet the demands of a growing economy and population within the city centre.

This cleared site has a negative impact on the street scene, the Stevenson Square Conservation Area and the Northern Quarter. Its poor appearance fragments the historic built form and creates a poor impression in contrast to the more vibrant streetscapes of Oldham Street and Lever Street. This proposal would provide a positive use that benefits the surrounding area. The ground level activity and improved connectivity would integrate the proposal into the urban grain. Enhanced legibility would create a more vibrant and safer pedestrian environment which would improve the impression of the area for visitors.

The proposal would respond positively to its context and the areas heritage and repair a key street frontage and reinstate the historic building line. It would create an appropriate streetscape on Spear Street and help to establish a sense of place. The increase in ground level activity on Spear Street would provide an alternative attractive route that would link Stevenson Square with Great Ancoats Street.

The apartments would complement nearby residential schemes and contribute to a mixed use neighbourhood. They would support population growth, contribute to the economy and help to sustain the Northern Quarter as a vibrant place to work and live and would create employment during construction and operation.

The proposal would use the site efficiently and effectively in line with Paragraph 123, 124(d) and 128 of the NPPF. It would improve the environment in a sustainable location and deliver high quality homes for safe with healthy living. It would be close to major transport hubs and promote sustainable economic growth. The development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives.

Affordable housing provision – The number of units proposed falls below the 15 or more units level that requires a contribution.

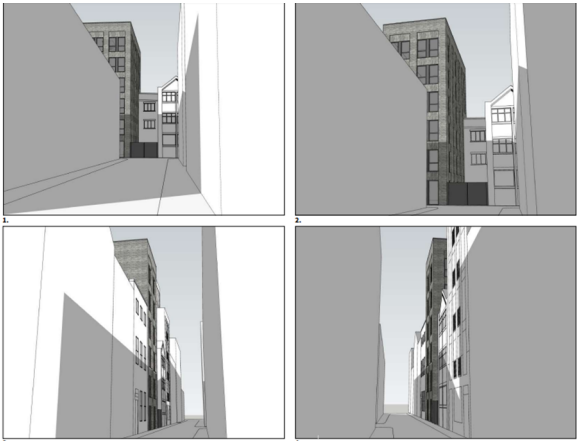
Residential development - density/type/accommodation standards - All homes would meet, and some would exceed, space standards. They would have large windows to increase natural sunlight and daylight.

A condition should require a management strategy to be agreed to clarify the management and lettings policy to ensure that the development helps to provide a neighbourhood where people choose to live. In addition, it would ensure that the development is well managed and maintained, providing confidence for those wishing to remain in the area long term.

Design Issues, relationship to context and impact on the Character of the adjacent Conservation Area and setting of Listed Buildings



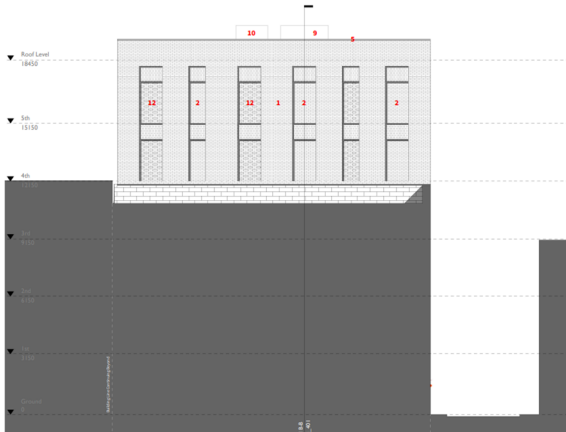
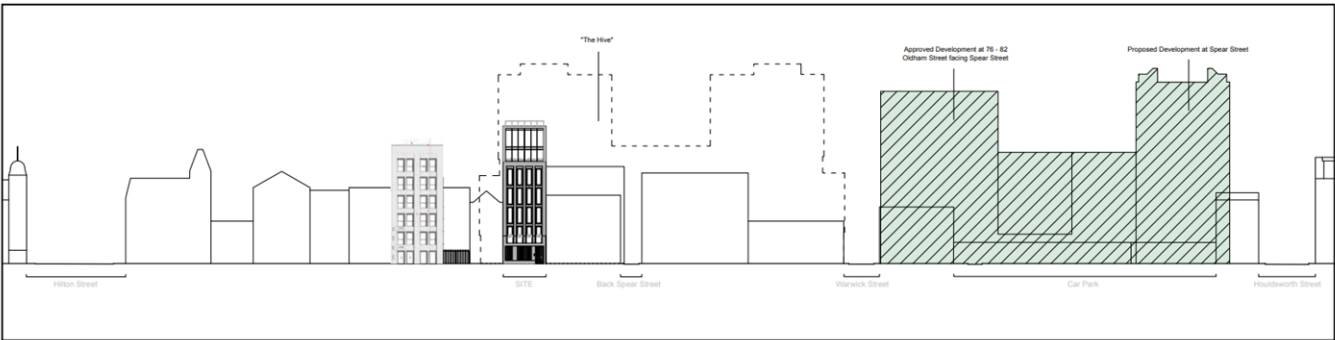
Spear Street Elevation



Viewpoints along Spear Street



Site Context Elevation A-A



Side elevations



The Core Strategy seeks to ensure that new development complements the City's building assets, including designated and non-designated heritage assets. The impact on the local environment, the street scene and how it can add to and improve its locality is also important. It is considered for reasons set out below that the proposal would enhance the site, complement the character and distinctiveness of the area and not undermine the character of the conservation area.

The construction would use of traditional weight bearing red bricks. The residential entrance would be level off Spear Street and this and the ground floor commercial space would provide some street level animation. There would be living spaces on the Spear Street facade to maximise active frontage and street surveillance.

The development of this cleared site presents an opportunity to: enhance the character of the Stevenson Square Conservation Area; improve the quality and legibility of linkages in the Area; and preserve and enhance the setting of adjacent listed buildings and the street and townscape. It would reinstate the dense urban grain that originally existed on Spear Street and would reflect nearby traditional buildings. The repetitive form of the fenestration and other openings would reference the terraces that occupied the site and the robust architectural form of nearby buildings. Large windows would ensure that internal spaces are well lit and the proportions of the windows would reference the 18th century windows of the areas mill buildings. The deep window reveals, blind windows reveals to the side and rear elevations and soldier coursing details would add richness and texture to the façades. The detailing would ensure that the building responds well to its context.

The proposal would result in high quality building that would be appropriate to its context. A condition would require samples of materials to be agreed.

The site itself does not contain any heritage assets and detracts from the character of the conservation areas and the setting of the listed buildings. The development is an opportunity to enhance the architectural and urban qualities of the area.

There are a number of designated and non-designated heritage assets nearby. The site lies within the Stevenson Square Conservation area. The Site falls in the setting of the Grade II, Castle Hotel and Sevendale House. The rear areas of the buildings on Oldham Street are visible across the site. These are part of the historic character of the conservation area and the evolution of buildings styles and types, but they have been altered over time and they present a poor quality streetscape to Spear Street. The proposal would address this by introducing an appropriate form of development. It would enhance the setting of adjacent Heritage Assets and the height, scale, colour, form, massing and materials would make a positive contribution to the area. The flat roof and anodised aluminium frame coping, windows and doors would create a subtle contemporary feel to the development, ensuring it reads as a modern – yet sympathetic – addition to the streetscene.

Spear Street is narrow the south west is characterised by large red brick former warehouse buildings, built hard up to the pavement edge with a strongly-defined building line. Buildings on the south eastern side are built hard against the back of a narrow pavement and form a consistent street frontage. The buildings are a mixture of periods and styles but have a similar scale.

In terms of impact on the character of the conservation area the demolition of the 19th Century terraces in the 1950's has eroded the character of the historic street pattern and has affected the prevailing building alignment and the urban form now lacks cohesion. This adversely

affects and weakens the character and appearance of the area. The proposed building footprint would be consistent with the historic back of pavement building alignment and would reinforce the urban grain. The retention of the thin strip of land running along the north-east of the site as undeveloped, would respect the historical layout and development of the site. The layout would help to animate the street and would improve the quality of the streetscape.

The proposed development would reinforce a number of positive characteristics of this part of the conservation area including materiality, fenestration, simplicity in appearance, and the narrow fronted character of buildings.

The nearest listed building to the site is the Castle Hotel at 66 Oldham Street (Grade II) which is circa 45m to the north east of the site. The vacant application site has no impact or inter-visibility with the Castle Hotel. Therefore, it is considered that the application site in its current form has a neutral influence on the setting of nearby listed buildings.

The proposed development will not be visible from Oldham Street. The back of pavement setting of buildings on Oldham Street means that long range views are restricted, furthermore the Castle Hotel is adjacent to taller four storey development at 60-62 Oldham Street, which would screen any glimpses of the proposals when taking in views of this listed building looking south on Oldham Street. It is also noted that the seven storey development at 53 Spear Street is not visible from Oldham Street.

Glimpses of the proposed development may be co-visible in views taken from Spear Street adjacent to Sevendale House looking north. Whilst the side / Spear Street elevation of Sevendale House is not the principal elevation and serves more as a service elevation, it is nonetheless considered that the reinstatement of built form – which in this case is of a high quality and appropriate design – to the ‘façade wall’ to Spear Street will have a positive influence on the setting by reinforcing the tight urban grain of this part of the Northern Quarter.

It is inevitable that development on sites such as this would impact on the levels of amenity enjoyed at existing properties. However, the building would reinstate the historic building line in accordance with good urban design principles. The site has a negative impact on the area and views are artificially open and inappropriate in the conservation area. It would enhance the setting of adjacent designated and non designated Heritage Assets and introduce a building of an urban scale that would make a positive contribution to the wider streetscape.

It is considered that the proposal would have an overall modest beneficial impact in visual terms and any impact on the setting of heritage assets would overall be neutral. Given this there is no need to offset this harm against the obvious public benefits set out in this Report.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the conservation area and listed buildings as required by virtue of S66 and S72 of the Listed Buildings Act, the proposed development would meet the requirements set out in paragraphs 195, 201, 203, 205 and 206 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement. The test within section 208 is not required to be met.

Architectural Quality -The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures.

The design would be a contemporary interpretation of the warehouse aesthetic seen in many traditional buildings nearby. The depth of the window reveals, window proportions and their regular nature would provide a contemporary interpretation of the regular grid facades of adjacent buildings.

The use of brick is acceptable. The articulation including the blind window features to the 2 facades which do not have windows would provide visual interest to what could otherwise be blank and featureless facades. Overall, the development would add visual richness to the townscape and streetscene. This would be further accentuated by the use of the soldier course detail in contrast to the predominant traditional masonry pattern.

Car Parking, cycle parking and relationship to public transport infrastructure

The site is highly accessibility via public transport including Metrolink, Metroshuttle, mainline rail and bus and the on-going public transport improvements within the City Centre would further enhance accessibility. One cycle parking space per unit will be provided along with additional cycle parking for the commercial space.

Archaeological issues - Greater Manchester Archaeological Unit are satisfied that this scheme will not impact on any potential archaeological interest and on this basis, the Greater Manchester Archaeological Advisory Service recommend that no further archaeological works are required for this site.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS)-

The proposal would have no direct adverse effect on statutory or nonstatutory designated sites. Given the scale of development and the width of the pavement there is limited scope to include features which may improve biodiversity and form corridors which enable natural migration through the site including the planting of street trees. External bird nesting boxes could increase opportunities for habitat expansion leading to improved ecological value within the local area. Requirements of biodiversity enhancements would be a condition.

Energy Efficiency and Sustainability - New developments should attain high standards of sustainability and it is important to understand energy standards and waste efficiency. An Breeam Assessment sets out measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy.

Air Quality - The site is located within an Air Quality Management Area (AQMA), which covers the whole of the City Centre, which could potentially exceed the annual nitrogen dioxide (NO₂) air quality objective. Whilst an Air Quality Impact Assessment has been submitted with the application this contains some inaccuracies and the data used is not up to date. Notwithstanding this the development would be located in the City Centre and has access to all forms of public transport including tram, bus and rail and it is considered that the scheme would be unlikely to significantly affect air quality for future residents of the development subject to inclusion of mechanical ventilation and filtration which would be secured via a condition attached to any consent granted.

Good on site practices would ensure dust and air quality impacts are not significant and should remain in place during the construction period and should be a condition.

Therefore, the development would not result in any significant air quality issues.

Noise - Given the nature of uses within the adjacent area there is a need for a suitable level of acoustic insulation and ventilation to the property to attain acceptable internal noise standards within the property whilst preventing overheating. The final details of this would be secured via a pre-commencement condition to be attached to any consent granted.

Subject to conditions there are no amenity issues associated with the proposal that would impact on surrounding residential properties.

Crime and Disorder - The increased impression of activity from the re-use of this site would improve security and surveillance.

Waste and Recycling - Refuse and recycling facilities would be provided within a dedicate lower ground floor bin stores. Waste collections would take place from Spear Street with bins brought out by residents on collection day. Bins for each type of waste would be clearly marked.

Disabled access – The development would have level access and a lift would provide access to the upper floors and basement

TV Reception - A Baseline TV and Radio Impact Assessment has been prepared based on technical modelling in accordance with published guidance to determine the potential effects on television and radio broadcast services.

Due to the existing excellent coverage and lack of receptors in any theoretical signal shadow zone, the Proposed Development is not expected to impact the reception of digital terrestrial television (DTT) services. DTT is commercially known as Freeview. The Proposed Development has the ability to cause interference to the reception of digital satellite television services (such as Freesat and Sky) in areas to the immediate northwest of the Site, up to 43m from the base of the proposed building. However, as there are no satellite dishes / receptors located in this area, no interference effects will be realised.

The Proposed Development is unlikely to adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode radio signals. Overall, the Proposed Development is unlikely to cause any interference to the reception of any television or radio broadcast platform. As no interference is expected, no mitigation measures are required to restore the reception of any broadcast service.

Flood Risk and Sustainable Urban Drainage Strategy - The site is in Flood zone 1 and is classified as a low risk site for flooding from rivers, sea and ground water.

The site is in the Core Critical Drainage Area in the Council's Strategic Flood Risk Assessment which requires a 50% reduction in surface water run-off as part of brownfield development. Notwithstanding this given the size of the site there is no requirement for any surface water management conditions.

Fire Safety – Due to height the proposed building does not fall under the remit of planning gateway one. Notwithstanding this, fire Safety measures in relation to site layout, water supplies for firefighting purposes and access for fire appliances is addressed in the submitted Fire Safety Report. On this basis it is considered that that there are no outstanding concerns which relate to the remit of planning as set out in the Fire safety and high-rise residential buildings guidance August 2021.

Objectors letter

The majority of issues raised as private legal issues about rights of access and the impact of lightwells are not planning matters. Notwithstanding this the plans have been amended to accommodate the bins internally at ground floor level. The access to the yard and the existing structure at the rear of the yard would be retained as part of the application and is now shown on the dwgs.

Rights to light are also a private legal and not a planning matter.

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 policies 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 in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

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:

(a) Site plans LP2110-3-001, LP2110 3 003 and LP2110 3 002;

(b) Dwgs LP2110 3 199 Rev B, LP2110 3 200 Rev C LP2110 3 201 Rev A, LP2110 3 202 Rev A, LP2110 3 203 Rev A, LP2110 3 204 Rev A, LP2110 3 205 Rev A and LP2110 3 206 Rev A;

(c) Dwgs LP2110 3 300 Rev B, LP2110 3 301 Rev B, LP2110 3 302 Rev B, LP2110 3 303 Rev B, LP2110 3 400 Rev A, LP2110 3, 401 Rev B, LP2110 3 505 Rev A, LP2110 3 506, LP2110 3 504, LP2110 3 503, LP2110 3 502, LP2110 3 501, LP2110 3 500 and 122-VDG-XX-XX-DR-S-9002 and 122-VDG-XX-XX-DR-S-9003.

(d) 47 Spear Street, Manchester Environmental Noise Survey and Noise Impact Assessment Report 31807/NIA 29 August 2024 by Hann Tucker Associates;

(e) AIR QUALITY ASSESSMENT by Miller Goodall 21 MARCH 2023;

(f) 47 Spear Street, Manchester: Archaeology Statement by GMAAS dated 13/03/24;

(g) Preliminary Ecological Appraisal, 47 Spear Street, Manchester by Verity Webster;

(h) 47 Spear Street, Manchester, Phase II Ground Investigation, Report March 2023 by Ground Projects;

(i) FLOOD RISK ASSESSMENT & DRAINAGE STRATEGY, 122-VDG-XX-XX-RP-C-5000 RevP1, 47 SPEAR STREET, MANCHESTER, M1 1DF by Vision Design Group; and

(j) 47 Spear Street, Television and Radio Reception, Impact Assessment by G Tech 12-04-23

To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan polices DC18.1 DC20 and DC26.1.

3) a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

*hand sized samples and specifications of all materials to be used on all external elevations;

*drawings to illustrate details of full sized sample panels that will be produced in line with an agreed programme: and

*a programme for the production of the full sized sample panels and a strategy for quality control management; and

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

and

(b) Prior to above ground development submission of a Construction Environmental Management Plan (CEMP)- Circular Economy Statement (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle;

(c) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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

4) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority. This shall include:

- *Display of an emergency contact number;
- *Details of measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;
- * Details of the loading and unloading of plant and materials;
- * Details of the storage of plant and materials used in constructing the development;

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.

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

5) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work

in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

6) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, 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 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 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) (a) The development shall be implemented in accordance with the 47 Spear Street, Manchester, Phase II Ground Investigation, Report
March 2023 by Ground Projects

b) A Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the residential element of the scheme.

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

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

8) Prior to occupation of (a) the residential accommodation and (b) the ground floor and basement offices a scheme for the acoustic insulation of any plant and externally mounted ancillary equipment to ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band at the nearest noise sensitive location 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 equipment. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

9) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development above ground (other than the hereby permitted ground floor Class E (excluding E (b)) commercial units shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, 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.

10) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties 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) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - 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

11) No part of the development shall be occupied unless and until details of a parking management strategy for residents has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements (e.g. parking leases with car parking companies; car sharing; or car pool arrangement) for the needs of future residents whom may need to use a motorcar and Policies DM1 and T1.

12) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday

10:00 to 18:00 Sundays and Bank Holidays

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

13) The development hereby approved shall be carried out in accordance with the 47 Spear Street. BREEAM Report November 2023. A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

14) Notwithstanding the 47 Spear Street, Television and Radio Reception Impact Assessment by G Tech 12/04/2023, within one month of the practical completion of the development or before the residential element of the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy

15) Notwithstanding the recommendation within the 47 Spear Street, Manchester Environmental Noise Survey and Noise Impact Assessment Report 31807/NIA 29 August 2024 by Hann Tucker Associates; before development commences details of the following shall be submitted:

(a) a scheme for acoustically insulating and mechanically ventilating the residential accommodation against local road traffic network, any local commercial/industrial premises and the insulation requirements and specification for service risers /lift shafts; and

The approved noise insulation scheme and vibration mitigation measures shall be completed before any of the dwelling units are occupied.

shall be submitted to and approved in writing by the City Council as local planning authority.

The following noise criteria shall apply

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB

L_{Amax,F} by more than 10 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

(b) Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in the residential accommodation (within at least 10% of the apartments) shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

16) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

17) Prior to the first use of the development hereby approved, a detailed Residential Management Strategy including:

*Details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal) and noise management of communal areas shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

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

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 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.

18) The development hereby approved shall include for full disabled access to be provided to all publicly accessible areas and via the main entrances.

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

19) The window(s) at ground level, fronting onto Spear Street shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground 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.

20) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised

by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

21) The cycle parking shall be fully implemented in accordance with dwg Dwgs LP2110 3 199 Rev A. The development shall not be occupied unless and until the above cycle parking spaces are in place.

Reason - To ensure there is sufficient cycle 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).

23) The ground floor and basement hereby approved shall be used only as offices to carry out any operational or administrative functions as set out under part (g)(i) of Use Class E and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1995 as amended, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for office purposes.

23) Prior to the commencement of development a programme for submission of final details of the public realm works and highway works shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

(a) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the back of pavement and the line of the proposed building on all site boundaries.

(b) Details of measures to create potential opportunities to enhance and create new biodiversity at roof level within the development to include bat boxes and brick, bird boxes;

The details shall then be submitted and / or carried out in accordance with the approved programme and approved details.

Reason - To ensure a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9, EN14 and EN15 of the Core Strategy.

24) Waste Storage and Management shall be implemented in accordance with the following:

DELIVERY, SERVICING AND WASTE MANAGEMENT STRATEGY by SCP- Proposed Commercial and Residential Development
Spear Street, Manchester WB/230130/DSWMP - 02 August 2024

The above approved scheme shall be implemented prior to the first occupation of each of: (a) the residential element; (b) the ground floor and basement office space shall remain in situ whilst the development is in operation.

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)

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.

25) No doors (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).

26) The development shall be carried out in accordance with the Crime Impact Statement Version A.

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

27) Prior to occupation of the development details of a Travel Pack for residents / commercial occupiers which should include useful information of the nearest public transport services, journey planning and local amenities shall be submitted to and approved in writing by the City Council as local planning authority. The approved plan shall be shared with residents/ commercial occupiers prior to occupation of each unit.

Reason - To assist promoting the use of sustainable forms of travel and 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 SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

28) Before any use of the ground floor/ basement Class E (g) use hereby approved commences details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The unit shall be not be operated outside the hours approved in discharge of this condition.

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E).

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

29) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof of the buildings (including cross sections). The

approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity and solar glare pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

30) Prior to commencement of development a scheme for the Biodiversity Enhancement Measures, as set out in section 9.3 of the Preliminary Ecological Appraisal by Verity Webster Ltd dated June 2023 rev B, shall be submitted to and approved in writing by the Local Planning Authority.

The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.

Reason To ensure a satisfactory development delivered in accordance with the above plans pursuant to Section 180 of the NPPF 2023, to ensure and policies SP1, DM1 and EN15 of the Core Strategy.

Informatives

1) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. Prior to carrying out works, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

2) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase.

3) Any materials approved for planning purposes should be discussed in full with Building Control. This is to ensure they meet the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with the Building Regulations you should discuss these with the Planning Service as soon as possible as this could materially effect your permission.

As the proposal involves development over 11m in height (or alterations to increase the height of a building above 11m), developers are required to notify the Greater Manchester Fire & Rescue Service of the commencement of development via email to construction-started@manchesterfire.gov.uk

4) As the proposal involves development over 11m in height (or alterations to increase the height of a building above 11m), developers are required to notify the Greater Manchester Fire

& Rescue Service of the commencement of development via email to construction-started@manchesterfire.gov.uk

5) All of the works required to achieve the new accesses / egresses and associated TROs should be included as part of a S278 agreement to be funded by the applicant

6) For this development proposals for good practice principles for both the design and operational phases are recommended. Reference should be made to IAQM/EPUK guidance: <http://iaqm.co.uk/guidance>

7) Generator: The routine maintenance and servicing of any emergency generator shall be confined to Monday to Friday 08:00 to 18:00 hours.

8) Details of how the construction process will control of noise and vibration shall be agreed with MCC Environmental Protection Officers as a minimum, they will require details of machinery and equipment to be used and their expected noise levels, the identification of the noisiest activities and who these activities / work may impact, duration of these activities, site wide noise and vibration mitigation measures with reference to BPM to be adopted on site specifically for the noisier or more intrusive activities, the maximum site noise level and vibration levels at the site boundary particularly during the noisier activities, details of monitoring including how monitored (continual noise and vibration loggers) location of monitoring in relation to receptors, how the site supervisor is alerted if the noise /vibration limit is approached or exceeded and details of what action is taken where the maximum site noise and / or vibration levels (once agreed) are approached or exceeded (such as work shall cease until the cause of the exceedance has been identified and where necessary, an alternative method of work established).

9) Detail should be sought from the applicant in relation to any proposed construction or fit out arrangements, where there is an impact on the highway. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Heritage & Urban Design
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Health & Safety Executive (Fire Safety)
Transport For Greater Manchester
Greater Manchester Ecology Unit
Greater Manchester Archaeological Advisory Service

38 Spear Street, Manchester, M1 1AS
60B Oldham Street, Manchester, M4 1LE
60 Oldham Street, Manchester, M4 1LE
Flat 8, Spear Building, 53 Spear Street, Manchester, M1 1DF
Flat 7, Spear Building, 53 Spear Street, Manchester, M1 1DF
Flat 6, Spear Building, 53 Spear Street, Manchester, M1 1DF
TONI&GUY, Ground Floor And Basement, 60A Oldham Street, Manchester, M4 1LE
Basement, 15 Hilton Street, Manchester, M1 1JJ
Ground Floor, 46 - 50 Oldham Street, Manchester, M4 1LE
Basement, 46 - 50 Oldham Street, Manchester, M4 1LE
Second Floor, 46 - 50 Oldham Street, Manchester, M4 1LE
46 - 50 Oldham Street, Manchester, M4 1LE
Hilton Chambers, 15 Hilton Street, Manchester, M1 1JJ
First Floor, 46 - 50 Oldham Street, Manchester, M4 1LE
17 - 19 Hilton Street, Manchester, M1 1JJ
First Floor Flat, 58 Oldham Street, Manchester, M4 1LE
Basement, 3 Stevenson Square, Manchester, M1 1DN
3A Stevenson Square, Manchester, M1 1DN
60A Oldham Street, Manchester, M4 1LE
15 Hilton Street, Manchester, M1 1JJ
Flat 5, Spear Building, 53 Spear Street, Manchester, M1 1DF
Flat 4, Spear Building, 53 Spear Street, Manchester, M1 1DF
Flat 3, Spear Building, 53 Spear Street, Manchester, M1 1DF
Flat 2, Spear Building, 53 Spear Street, Manchester, M1 1DF
Flat 1, Spear Building, 53 Spear Street, Manchester, M1 1DF
Flat 9, 60A Oldham Street, Manchester, M4 1LE
Flat 6, 60A Oldham Street, Manchester, M4 1LE
Flat 3, 60A Oldham Street, Manchester, M4 1LE
Ground Floor, 3 Stevenson Square, Manchester, M1 1DN
Third Floor, 3 Stevenson Square, Manchester, M1 1DN
Second Floor, 3 Stevenson Square, Manchester, M1 1DN
First Floor, 3 Stevenson Square, Manchester, M1 1DN
1B Stevenson Square, Manchester, M1 1DN
First Floor, 1 Stevenson Square, Manchester, M1 1DN
Ground Floor And Basement, 1 Stevenson Square, Manchester, M1 1DN
Spear Building, 53 Spear Street, Manchester, M1 1DF
51 Spear Street, Manchester, M1 1DF
Flat 8, 60A Oldham Street, Manchester, M4 1LE
Flat 7, 60A Oldham Street, Manchester, M4 1LE
Flat 5, 60A Oldham Street, Manchester, M4 1LE

Flat 4, 60A Oldham Street, Manchester, M4 1LE
Flat 2, 60A Oldham Street, Manchester, M4 1LE
Flat 1, 60A Oldham Street, Manchester, M4 1LE
42 - 44 Oldham Street, Manchester, M4 1LE
58 Oldham Street, Manchester, M4 1LE
54 Oldham Street, Manchester, M4 1LE
21 Hilton Street, Manchester, M1 1JJ
55 - 59 Spear Street, Manchester, M1 1DF
52 Oldham Street, Manchester, M4 1LE

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
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
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Conservation Area - Stevenson Square Conservation Area 1987
Area Team Boundary - Name: CENTRAL