Application Number	Date of Appln	Committee Date	Ward
144881/FO/2026	12th Jan 2026	9th Apr 2026	Piccadilly Ward

Proposal Demolition of existing building at 78-80 Tib Street and erection of four-storey building (Use Class E).

Location 78 - 80 Tib Street, Manchester, M4 1LG

Applicant Penny Chan, Lau Yuk Ltd

Agent Miss Hannah Wilson, Lee Evans Partnership LLP

Executive Summary

The proposal is for the demolition of the existing buildings on site and the erection of a four storey building consisting of four commercial units (Use Class E).

Four representations have been received, two of which are letters of objections.

Key Issues

Principle of the proposal and the scheme contribution to regeneration – The proposal is in accordance with national and local planning policies, and would bring economic, social and environmental benefits.

The development would complement the commercial offer in the Northern Quarter neighbourhood and the City Centre as a whole, bringing a disused site back into an active commercial use.

Economic – The proposal would redevelop a brownfield site removing two dilapidated buildings. A high quality four storey building, comprising of four individual commercial units would be erected. The proposal would contribute positively to the local economy through the provision of a bespoke commercial offer which would bring activity during the day and evening time. Jobs would be created, both during construction and when the use becomes operational.

Social – The proposal would reinstate an active commercial frontage to Tib Street. The development would be fully accessible with lift access to all floors, level access throughout and a ground floor WC. Crime and anti-social behaviour would be minimised through the achievement of a Secured by Design accreditation. The provision of smaller scale commercial space would provide an opportunity for smaller independent businesses. The proposal also includes a retail pop-up space at third floor to provide space for businesses that do not typically have a physical high street presence.

Environmental – This area is highly accessible, with future users of the application site being able to walk to the site or use sustainable methods of transport. There are no protected species present at the site. Secured by Design principles would ensure

the development is safe and secure. Waste management facilities would allow for the segregation of waste and the prioritisation of recycling.

Impact on the Historic Environment – The proposal would see the removal of the existing buildings on site. The exact age of these buildings is undetermined, though due to heavy modern alteration they are of low heritage value. High quality materials would be used as part of the new building which would improve the application site's overall appearance in the conservation area whilst retaining a modest scale building in the conservation area. The impact on heritage is considered in detail in the report.

Impact on local residents and local businesses – The impact on daylight/sunlight and overlooking have been assessed. Construction impacts can be managed to minimise the effects on residents and local businesses. Noise outbreak from proposed plant and the commercial units, as well as commercial odour extraction would meet relevant standards and should be secured by planning condition.

A full report is attached below for Members consideration.

Description

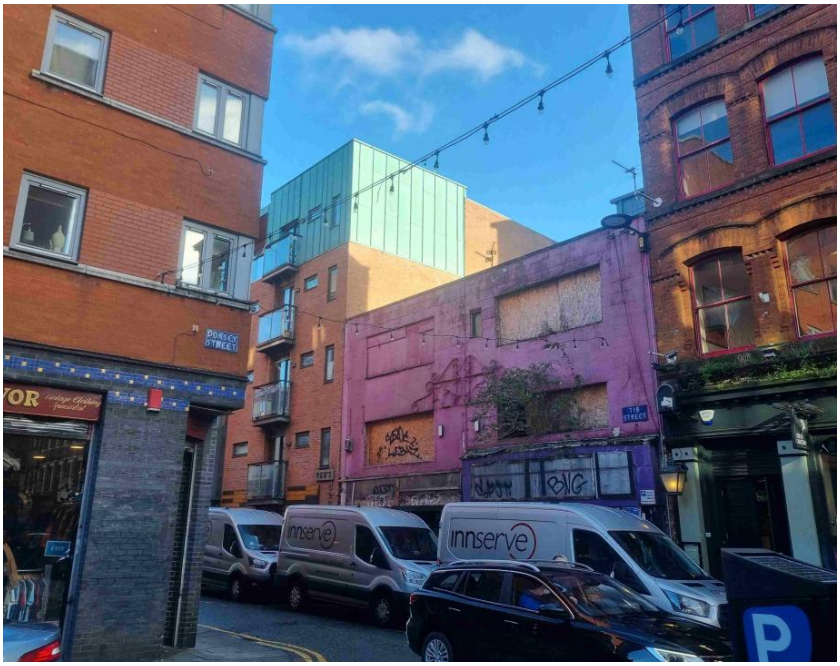
The site comprises of 2no three storey buildings, now unoccupied and dilapidated, which are bound by Tib Street. There is both pedestrian and vehicle access from Tib Street.

The buildings on site are suspected to date from the late 18th or early 19th century, with the building situated on the northern half of the plot, 80 Tib Street, likely to be a former weaver's cottage. Both buildings have been heavily modified, with original window openings, roof, façade and shopfronts having been lost over time. The building's front elevation is now unified with a façade of breezeblock painted pink. The roof and rear wall have collapsed in part and are now open to the elements. The two commercial units on site have been unoccupied for over four years.

The site adjoins two properties in mixed residential and commercial use to the north-east and south-west.



Aerial photograph of application site



The application site, as seen at the junction where Dorsey Street meets Tib Street facing northwards, with neighbouring five storey mixed use building at 82-84 Tib Street.



The application site, as seen from the junction where Whittle Street meets Tib Street facing southwards, with neighbouring mixed use four storey building present at 72 Tib Street in the background.

The site is in the Smithfield Conservation Area and the Northern Quarter neighbourhood. The Northern Quarter is a City Centre neighbourhood that is characterised by back of footpath developments and a varied street scape in terms of scale. Ground floor commercial uses, with a mix of upper floor residential and office uses, are located within new and converted buildings which contribute to the significance of the area. The historical tight street pattern of Tib Street and other neighbouring roads remains evident throughout the conservation area.

Tib street contains a variety of uses, including commercial retail, office, drinking establishment and residential uses. Residential homes are present within the upper floors of a high number of buildings, including both 72 and 82-84 Tib Street. Tib Street contains a diverse mix of buildings, with older Georgian weavers cottages to the northern end of the street, and a mix of Victorian, Edwardian and modern buildings further to the south.

The site is in Flood Zone 1 and a critical drainage area and also lies within the Air Quality Management Area (AQMA). There is a known culvert running close to the site.

The Proposal

The proposal would see the demolition of the existing buildings on site and the erection of a four storey commercial building, with ground floor commercial (Use Class E(b)) unit and three upper floor commercial units (Use Class E(a)).

Servicing, back-of-house and waste collections would take place from Tib Street. A shared ground floor bin store and cycle store would feature to the rear of the premises and would be accessed from a shared alleyway with 82-84 Tib Street. This would be a car free development.

The proposed building would feature a recessed ground floor frontage, with its party walls being located to back of pavement. The property's upper floors are brick with a pink undertone.

The ground floor would feature a pink tinted pre cast concrete surround and a set of bifolding windows to the ground floor commercial unit, with decorative fluted tiles. A dedicated entrance to the property's upper floors is also evident.

The property's upper floors would be accessed via a stairwell and lift, with the second floor featuring a rear terrace to be used for the siting of plant. The property's fourth floor would be recessed from the front elevation, feature a glazed frontage and associated roof terrace.

An additional rear roof terrace for the siting of plant would also feature at fourth floor.

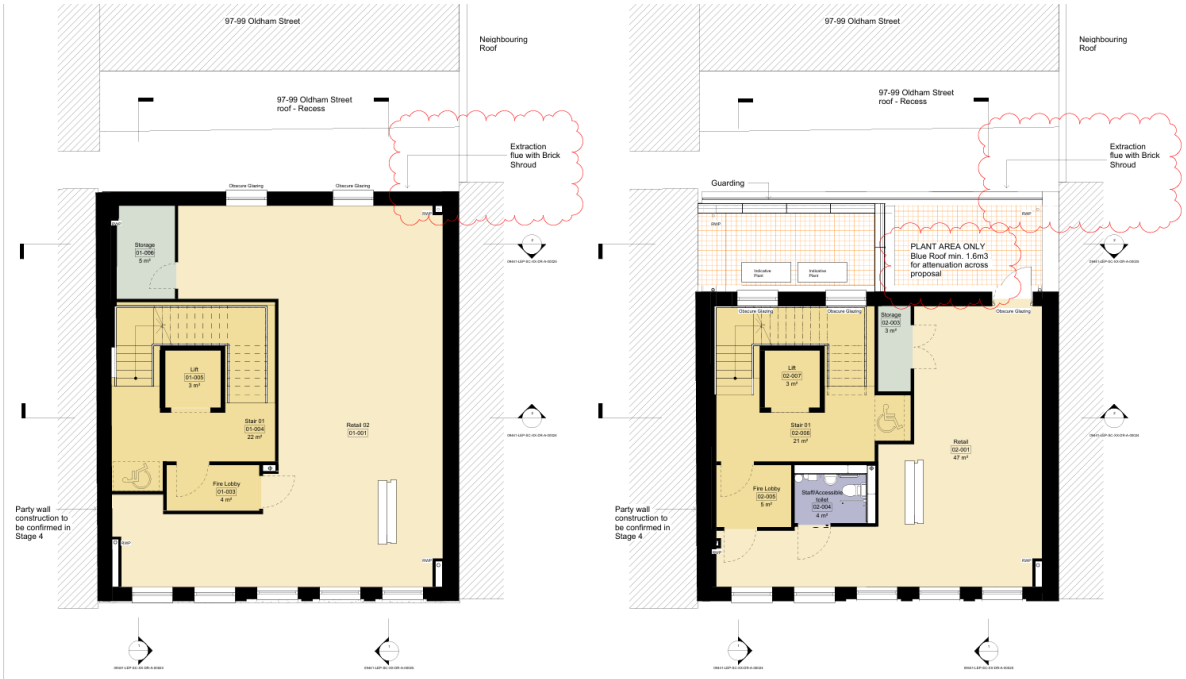
Means of odour and fume extraction would be facilitated through a brick shrouded extract flue sited to the rear of the building.

The proposed hours of opening are as follows:

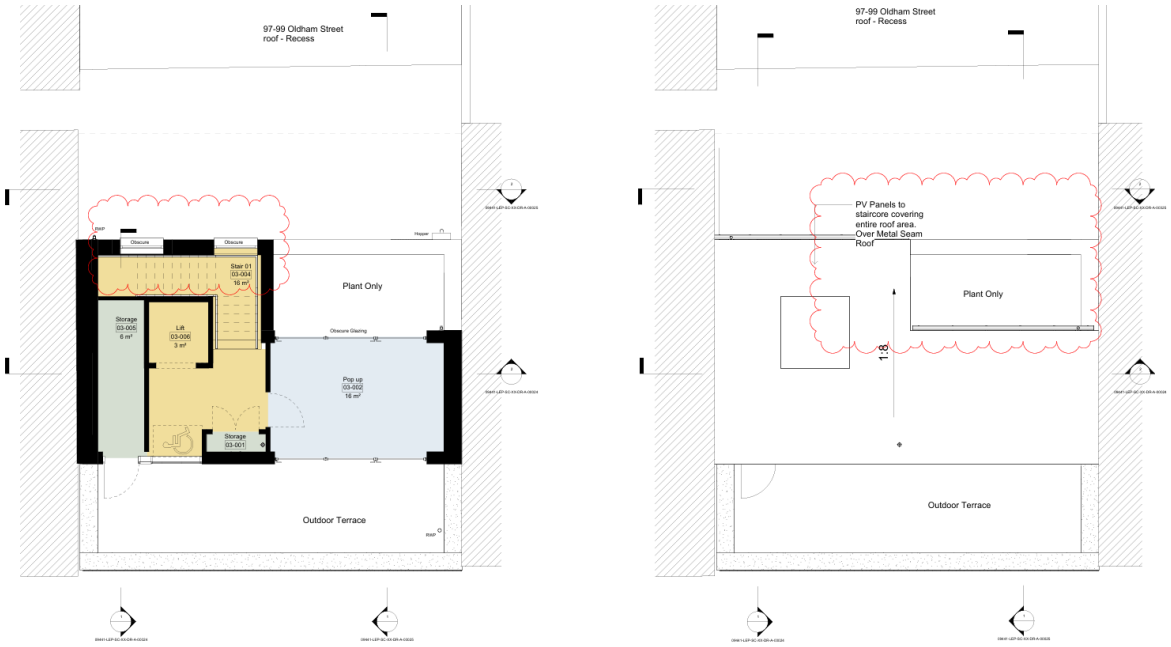
- Ground floor commercial Class E(b) unit: Monday – Sunday (Including Bank Holidays): 12:00 – 22:00
- Upper floor commercial Class E(a) units: Monday – Sunday (Including Bank Holidays): 11:00 – 19:00



Proposed ground floor plan



Proposed first and second floor plans (Shown left to right)



Proposed third floor plan and roof plan (Shown left to right)



Visualisation of the application site as seen from Tib Street

Planning History

137210/FO/2023 - Elevational alterations of front facade, erection of roof top and two storey rear extension to facilitate creation of 3no Class E units and other associated works – Refused June 2024.

044789/FU/CITY2/93 - Change of use of ground floor clothes shop and basement storage area to a cafe bar – Approved February 1994.

Consultations

Publicity – Nearby properties were notified; a site notice was posted, and an advertisement was placed in the Local Press.

Local residents/public opinion – Four letters of representation were received, two of which neither objected nor supported the proposals subject to certain criteria, and two letters of objection. The letters of objection can be summarised as follows:

- The siting of a commercial development on site rather than a residential development is likely to have a detrimental impact on neighbouring amenity via noise generation and general disturbance.
- The development would have an unacceptable impact on daylight and sunlight received by adjacent properties.
- The proposal would cause an unacceptable loss of privacy to neighbouring residential premises.

The letters that neither supported nor objected to the proposal can be summarised as follows:

- Consideration should be given to providing nest bricks for endangered Swift birds.
- Demolition and construction should be controlled to prevent an unacceptable impact on neighbouring amenity.

Environmental Health – No objection subject to conditions relating to fume extraction, demolition and construction management, hours of opening of internal and external areas, sound insulation, servicing hours, external plant and refuse.

Highway Services – No objection subject to conditions relating to a construction management plan, travel plan, waste management, new accesses, an event/operational management strategy, cycle parking and highway improvement works.

Flood Risk – The culverted River Tib lies in close proximity to the application site, an investigation should take place to establish its condition and location prior to site drainage details being agreed.

Greater Manchester Archaeological Advisory Service – No objection subject to a condition relating to a programme for historic building recording.

Greater Manchester Ecology Unit – No objection subject to a condition relating to bat and bird boxes and an informative relating to protected species.

Design for Security at Greater Manchester Police – No objection to specific security considerations and that the development achieves a secured by design accreditation.

Helipad Manager – No objection received.

Aerodrome Safeguarding – No objection subject to an informative relating to cranes and tall equipment.

United Utilities – No objection subject to a condition requiring the submission of a surface and foul water drainage scheme.

The Development Plan

The Development Plan consists of: Places for Everyone, The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995).

The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved.

Planning applications in Manchester must be decided in accordance with Places for Everyone, the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Places for Everyone

The Places for Everyone Plan (PfE) is a Joint Development Plan Document, providing a strategic plan and policies for nine of the 10 boroughs which make up Greater Manchester. The PfE is now adopted planning policy (adopted March 2024), forming part of Manchester's development plan, and its relevant policies must therefore be given significant weight in the planning balance. The site falls within the City Centre which is part of the Core Growth Area. The relevant policies in the Plan are as follows:

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 – this would be an appropriate development in a strategic location on a disused site and create a high quality development.

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

Objective 6: Promote the sustainable movement of people, goods and information – The proposal is in a highly sustainable location with all forms of public transport nearby. The site would be improved to encourage users to utilise sustainable modes of transport.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – This low carbon proposal includes measures to

improve on-site biodiversity and does not propose any infrastructure to encourage car borne travel.

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 – The development would add to the available amenities within the local area.

Objective 10: Promote the health and wellbeing of communities – The pedestrian environment would be improved, and the proposal would promote the use of public transport.

Policy JP-Start1 – Core Growth Area – The proposal would support the role of the City Centre as a major growth area. The proposal would contribute positively to the local economy and support the commercial offer in the Northern Quarter Neighbourhood.

Policy JP-Strat2 – City Centre – The use and scale of the development would be appropriate for this location given this is a highly sustainable area. The proposed use would complement the City Centre offer.

Policy JP-Strat14 – A Sustainable and Integrated Transport Network – The site is located in close proximity to all types of public transport.

Policy JP-S1 – Sustainable Development – The site is already developed. Biodiversity at the site would be improved and recycling would be prioritised.

Policy JP-S2 – Carbon and Energy – The proposal would be energy efficient, with this being secured by planning condition.

Policy JP-S4 – Flood Risk and the Water Environment – The proposal would not impact on surface water runoff and would have a robust drainage scheme.

Policy JP-S5 – Clean Air – The site is in the Manchester AQMA but this proposal would not exacerbate current air conditions. Measures would be employed during construction to control dust and the impacts from construction and earthwork activities.

Policy JP-S6 – Resource Efficiency – The waste hierarchy would be supported through the provision of recycling facilities.

Policy JP-J1 – Supporting Long Term Economic Growth – The proposal would provide 359 square metres of small-scale commercial space. The provision of this form of commercial space would support local economic growth.

Policy JP-J2 – Employment Sites and Premises – The development would provide employment opportunity during construction and when the development becomes operational offer employment opportunity in the retail sector.

Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity – No protected species have been found at the site. The proposal would include measure to improve on site biodiversity.

Policy JP-P1 – Sustainable Places – The proposal would redevelop an existing site in the conservation area. The alterations to the appearance of the site are modest in nature and would have a positive impact on local character and the conservation area. The proposal would be accessible.

Policy JP-P2 – Heritage - The architecture and materiality would enhance the character and significance of the Smithfield Conservation Area.

Policy JP-P4 – New Retail and Leisure uses in Town Centres - The proposal would introduce 359 square metres of new commercial space within the city centre which is acceptable.

Policy JP-C3 – Public Transport – The proposal is well connected to accessible forms of public transport.

Policy JP-C4 – The Strategic Road Network – The development would not have an unacceptable impact on highway safety.

Policy JP-C5 – Streets for All – The development would be fully accessible. Planning condition would ensure servicing, collections and deliveries would minimise its impact on the local road network.

Policy JP-C6 – Walking and Cycling – The proposal would create an active ground floor frontage to Tib Street thereby improving the connectivity and safety of the pedestrian environment.

Policy JP-C8 – Transport Requirements of New Development – The proposal is in a highly sustainable area located close to walking and cycling infrastructure and nearby public transport.

Manchester Core Strategy Development Plan Document (July 2012)

The Core Strategy was adopted in 2012 and is the key document in Manchester's Local Development Framework (LDF). It sets out the long term strategic planning policies for Manchester. A number of Unitary Development Plan (UDP) policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

SO1. Spatial Principles – This is a highly accessible location, and the proposal would reduce the need to travel by private car and support sustainable development and minimise impact on the climate.

SO2. Economy – The scheme would provide jobs during construction and when the use becomes operational in a highly accessible location.

S05. Transport – The proposal would be highly accessible, reduce the need to travel by private car and use public transport effectively.

S06. Environment – The proposal would enhance the natural and built environment, ensure the sustainable use of natural resources and ensure that the City is inclusive and attractive to all.

Policy SP1 (Spatial Principles) – The proposal would have a positive impact on visual amenity and the character of Tib Street. The development would form a high quality addition to the street scene and complement existing and recent developments.

Policy EC3 (The Regional Centre) – This is an appropriate location for this proposal with excellent sustainable transport nearby. The scale and type of activity would be commensurate with a City Centre location.

Policy CC1 (Primary Economic Development Focus: City Centre and Fringe) – The use and opening hours would be appropriate in this location and would not have an unduly harmful impact on residential amenity.

Policy CC2 (Retail) – The use would contribute positively to the Northern Quarter neighbourhood commercial offer and would be fully accessible.

Policy CC4 (Visitors – Tourism, Culture and Leisure) – The proposal would improve the appearance of the City Centre and lead to an increased retail offer for tourists and business visitors.

Policy CC5 (Transport) – The proposal is in a highly sustainable location with access to all forms of public transport and walking and cycling infrastructure.

Policy CC8 (Change and Renewal) – Employment would be created during construction and operation.

Policy CC9 (Design and Heritage) – The proposal would be completed in high quality materials. The proposal would sustain the character of the conservation area and the alterations would be positive to the conservation area. This is discussed further below.

Policy CC10 (A Place for Everyone) – The proposal would support the ongoing regeneration of the Northern Quarter and the wider City Centre. The proposal would be fully accessible.

Policy C10 (Leisure and the Evening Economy) – The use is appropriate in this location. There would be no unduly harmful impacts on local amenity and planning conditions would be used to ensure noise outbreak, fumes and odours and waste is managed.

Policy EN1 (Design Principles and Strategic Character Areas) – The proposal would respect the character of the Smithfield Conservation Area and would respond sensitively to neighbouring uses. This is discussed further below.

Policy EN3 (Heritage) – The impact on the Smithfield Conservation Area is beneficial, though it is acknowledged that the existing building on site is of some heritage value that will be lost as a consequence of its demolition. This is discussed in more detail later in the report.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) – The proposal would aim to improve energy efficiency.

Policy EN5 (Strategic Areas for low and zero carbon decentralised energy infrastructure) – The development cannot connect to a decentralised energy system but the PV panels would help to reduce C02.

Policy EN6 (Target Framework for CO2 Reductions from low or zero carbon energy supplies) – A Sustainability Report sets out how the proposals would meet the requirements of this policy.

Policy EN8 Adaptation to Climate Change - A Sustainability Report identifies measures to minimise the impact of the proposal on climate change.

Policy EN9 Green Infrastructure - No trees and vegetation would be removed as part of the development.

Policy EN14 (Flood Risk) – The site is located within an area of low risk. The development would not be detrimental to local flood risk for reasons discussed below.

Policy EN15 (Biodiversity and Geological Conservation) – The proposal has been accompanied by an Ecology Report, and biodiversity enhancements can be secured by condition. This is discussed further below.

Policy EN16 (Air Quality) – The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and emissions from traffic would be minimised. The proposal would not compromise local air quality conditions. No on-site parking would be provided as part of the proposal.

Policy EN17 (Water Quality) – The development would not have an adverse impact on water quality.

Policy EN18 (Contaminated Land and Ground Stability) – The site will require remediation; this should be secured by planning condition.

Policy EN19 (Waste) – The proposals incorporate areas for the storage and collection of waste generated by the development.

Policy DM1 (Development Management) – Careful consideration has been given to the design, scale and layout of the development along with associated impacts on

residential amenity from loss of light, privacy and overshadowing, as well as acoustic and fume impacts.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

The Unitary Development Plan for the City of Manchester (1995)

DC10 Food and Drink Uses – The proposal would represent an acceptable use in the City Centre and add positively to the variety and mix of uses within the local area. The impacts on residential amenity have been carefully considered, and mitigation can be secured by condition. This is discussed in more detail later in the report.

DC18 Conservation Areas – The impact of the proposal on nearby conservation areas is discussed in detail below.

DC19 Listed Buildings – the impact of the proposal on nearby listed buildings is discussed in detail below.

DC20 Archaeology – The site has some archaeological interest which would be recorded through a scheme of investigation and recording.

DC26 Development and Noise – An acoustic assessment considers that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. Attenuation would be needed to protect the amenity of neighbouring residents from external noise sources and mitigation would be secured by condition.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This Supplementary Planning Document supplements guidance within the Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant. The proposal would be attractive and welcoming. It would respond to the character of the surrounding area and context and has been informed by a comprehensive townscape and massing analysis. It would provide variety and high quality design in the streetscape.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to "shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England".

It should also be noted that the strategic plan approved by the Executive also endorsed an extended boundary of the City Centre upon which the strategic plan is based. This extended boundary includes the application site.

The site is in the City Centre and offers an opportunity to enhance a visitor destination that would contribute to further regeneration efforts. The proposed use would provide opportunities for smaller scale businesses within a city centre location.

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

The proposal would create temporary jobs during construction and then permanent jobs during its operation. The proposed use would act as a driver to boost the Northern Quarter as a visitor destination.

National Planning Policy Framework 2024

The revised NPPF re-issued in December 2024. 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 6 'Building a Strong, Competitive Economy' states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 85).

231 square metres of small scale retail space would be created to support the local economy. This would support economic growth in an economically important area of the City Centre that acts as a commercial, leisure and tourist hub, attracting further investment.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96).

The proposal would be safe and secure. The site is located within walking distance of all methods of public transport. Cycle storage facilities are proposed to the rear of the application site.

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' (paragraph 110).

The site is located in the City Centre, is well connected to all public transport modes which would encourage sustainable travel. No on site car parking would discourage traveling to the site in a car. There would be no unduly harmful impacts on the traffic network, with it promoting non car travel. A travel plan would be secured as part of the conditions of the approval.

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).

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 promote 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. Biodiversity enhancements would be made on site and secured by planning condition.

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 sol, air, water or noise pollution or land instability and remediating contaminated land.

Paragraph 196 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 (a).

The site is already developed, notwithstanding this, planning condition would secure that there is no risk from ground contamination.

Paragraph 198 outlines that decisions should ensure that new 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 the construction process but these can be managed to avoid any unduly harmful impacts on amenity. There are not considered to be any noise or lighting implications associated with the operation of the development that cannot be controlled by planning condition.

Paragraph 199 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 pace during the construction process. There would be a delivery and servicing management plan and access to public transport for occupants of the development.

Section 16 ‘Conserving and enhancing the historic environment’ states that in determining applications, 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 proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 207).

In determining 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; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 210).

In considering the impacts of proposals, paragraph 212 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 213 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The would be a low level of less than substantial harm to the significance of the conservation as a result of the loss of the existing building. The proposal itself would result in a positive impact on the setting and significance of the Smithfield Conservation Area. This is considered in detail in the report.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development proposals that accord with an up-to-date development plan without delay.

Draft National Planning Policy Framework - 16th December 2025

The government has published a consultation National Planning Policy Framework which is intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making.

Of relevance to the application proposals the draft NPPF makes it clear that local planning authorities should amongst other things:

-Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision.

-Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals.

-Decisions on development proposals should apply a presumption in favour of sustainable development and this means that development within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

- In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal: be located where a genuine choice of sustainable transport modes exists, and improve opportunities for walking, wheeling, cycling and public transport; support good access to facilities to limit

the need to travel, whether through the development's location, through development densities which improve catchment populations for local services, or by incorporating community facilities and premises to support local employment opportunities; use design approaches which conserve energy and other resources; take advantage of opportunities to re-use existing structures and materials, including by re-using non-contaminated excavated soil and hardcore within the site.

- In considering proposals for development in town centres, substantial weight should be given to the benefits of: supporting the overall vitality and viability of the centre, including where this can be achieved through the diversification of uses intensification and provision of residential accommodation; and improving or retaining access to local shops and other facilities which provide day-to-day services for the local community.

- Give substantial weight to the benefits where a development proposal would make better use of vacant and under-utilised land and buildings.

- Development proposals should make efficient use of land, proposals for residential and mixed-use development within settlements should contribute to an increase in the density of the area in which they are situated. The existing character of an area should be taken into account, but should not preclude development which makes the most of an area's potential.

- To respond to their context and create well-designed places development proposals should: respond to the history, character and features of the site and its setting, but should not preclude innovation and change where appropriate, especially where an increased scale or density of development is justified; support healthy, mixed, vibrant and integrated communities; use the pattern of buildings to define the arrangement of streets, squares and other spaces, promote compact forms of development, distinguish between public and private areas, create focal points and, where appropriate, enhance views into and out of the scheme; include spaces that are safe, secure, inclusive, accessible for all ages and abilities and which facilitate and encourage social interaction, play and healthy lifestyles; and, create visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting.

- Design quality should be considered throughout the evolution, assessment and delivery of development proposals, including through any pre-application engagement; the local planning authority should not allow the quality of approved development to be materially diminished between permission and completion, as a result of changes proposed following its initial approval.

- Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are, or can be made sustainable, by limiting the need to travel and offering a genuine choice of transport modes for residents and users.

- Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in

different locations, especially where this can support more walking, wheeling, cycling and public transport use.

- To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should: a. Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and b. - so far as possible – facilitate easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services.

Whilst this is a draft NPPF for consultation it is considered that the development proposals are in accordance with the general thrust of policy contained within it.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Noise states that Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

A construction management plan would include measures to minimise noise impacts of the construction process. The commercial units would be insulated to prevent noise outbreak. Proposed plant would adhere to the Council's noise criteria to ensure that it is suitable for use given the close proximity of homes.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

The siting, scale and appearance of the development responds appropriately to the local context. The materials and architecture would reflect its position in the Smithfield Conservation Area.

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

The proposal would create a fully accessible development and would improve the pedestrian environment along Tib Street.

Historic Environment states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit."

Public benefits may also include heritage benefits, such as:
- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

The proposal would result in an enhancement of the Smithfield Conservation Area.

Other Legislative Requirements

Section 70 (2) of the TCPA 1990 (as amended) provides that in dealing with an application for planning permission that the Council shall have regard to the provisions of the development plan, so far as material to the application.

S38(6) of the Planning and Compulsory Purchase Act 2024 states that if regard is to be had to the development plan for the purposes of any determination to be made under the planning acts the determination must be made by the Council in accordance with the plan unless material considerations indicate otherwise.

Section 66 of the Planning (Listed Buildings and Conservation Areas) 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.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Section 149 of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 of the 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.

Smithfield Conservation Area Declaration

The Smithfield conservation area lies on the north-eastern edge of the city centre of Manchester.

The area is bounded by Swan Street, Oldham Street (a common boundary with the Stevenson Square Conservation Area), Market Street, High Street and Shudehill (a common boundary with the Shudehill Conservation area).

Historically, the predominant building type was food markets. Few of these are still standing, and those that have been converted to other uses. Around Turner Street and Back Turner Street, there are some very small-scale houses dating from the Georgian period, subsequently converted or used for commercial purposes. These streets and the buildings defining them create a rich tapestry of spaces and built form located hard up to the back of pavement. This character contrasts with that of the buildings to the south of the conservation area, closest to the commercial heart of the regional centre along Oldham Street, Market and Church Street, which are larger and of later date than the rest of the area.

A number of sites have been left vacant where buildings have been demolished. Many of these are used as temporary car parks, which detract from the visual appeal of the area.

The Conservation Area Brochure contains specific advice on the parameters that are appropriate in terms of an approach to Development Management and achieving improvements and enhancements to the area.

Whilst this is only advice it does reflect the expectations set out in the City Council's Design Guide SPD and Core Strategy in respect of new City Centre developments particularly within Conservation Areas, this includes guiding key principles in that new development should not be designed in isolation and should take design principles from local character and townscape, and that new development preserve and enhance the character of a Conservation Area. It is also noted that the demolition of existing buildings or architectural or townscape merit should be seen as a last resort and a

coherent and complete justification for any such works should be made within the proposal. This is summarised further below as far as it relates to this development:

Issues

Principle of the development and contribution to regeneration

Regeneration is an important planning consideration. Manchester City Centre is the primary economic driver in the City Region and is crucial to its economic success. The growth of the City's commercial is critical to the City's economic performance.

The proposal would be consistent with policies JP-Strat1, JP-Strat2, JP-P1 and JP-P4, policies SP1, EC3, CC1, CC2, CC4 and C10 of the Core Strategy by developing a long standing underutilised site in the heart of the Northern Quarter and Smithfield Conservation Area.

It would support the daytime and evening economy and contribute positively to the aspirations of the Northen Quarter in providing a mixed use neighbourhood by encouraging uses that would add to the area's vitality. The provision of smaller scale commercial units, as well as that of a pop-up retail space, would support local independent business thereby also supporting the area's vitality and unique commercial offer.

Consideration should be given to any associated impacts on the conservation area, and nearby listed buildings, together with residential and visual amenity. In particular, consideration would be given to the noise, hours of use, fume extraction, servicing and refuse and waste management arrangements.

Climate change, sustainability and energy efficiency

The development is located in a highly sustainable location with excellent access to public transport and amenities within the Northern Quarter. Biodiversity enhancements would be secured by planning condition.

Sustainability principles would be incorporated during construction, with waste and recycled and minimised. This would be a car free development and a travel plan would encourage future end users to use public transport. Cycle storage spaces are proposed to the rear of the site.

Energy-efficient systems and innovative technologies would be used to minimise the proposals carbon footprint. Roof top solar panels would support energy efficiency. A post construction review would be secured by planning condition to ensure the scheme is energy efficient.

Overall, the proposal includes measures that can be incorporated to mitigate climate change. The proposal would comply with policies relating to CO2 emission reductions and biodiversity enhancement set out within the Places for Everyone Plan, Core Strategy, the Climate Change and Low Emissions Plan, the Manchester Climate Change Framework and the Green and Blue Infrastructure Strategy.

Visual Amenity

The position of the building back of footpath along Tib Street, together with the creation of an active ground floor commercial use, would complement the character of development in the street scene. There would be a cycle and refuse store to the rear of the ground floor.

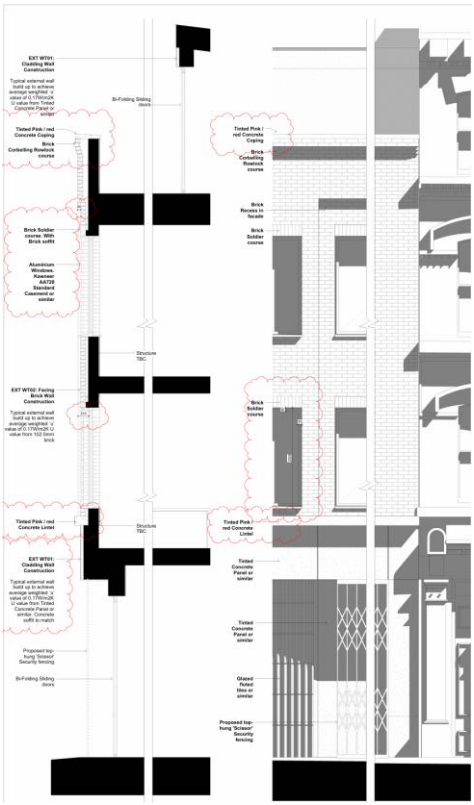
The four storey building would be similar in height to the older buildings along Tib Street, and add to the variety of building heights within the street scene.

The fourth floor is set back which ensures the development is not overbearing in the street scene and echo's the scale of the current buildings on site and those in the wider area.

The façade would be comprised of masonry materials. The ground floor would be constructed from a pink tinted concrete and fluted tiles. The first and second floors would be brick. The fourth floor would be a glazed and pink tinted concrete construction to match that of the ground floor.

Decorative corbelling and recesses within the face would provide subtle visual interest. Windows would be full height with deep 215mm reveals and brick soffits. The ordered fenestration arrangement would echo that of more historic properties within the street scene to allow the building to fit comfortably with its surroundings. The design of the windows would also be slimline to ensure an attractive finish.

A brick shrouded extract flue would feature to the rear of the premises. Planning condition would control that plant and air intake and extract points be located to the rear of the premises or to the property's soffits to allow for a seamless and uncluttered front façade.



Proposed façade section and bay study

A Planning condition would control the final design of the ground floor shopfront.

A signage strategy should also be agreed in order to influence how prospective tenants can install appropriate signage on the building.

The materials and building appearance would be high quality. The scale would be contextual and would be a modern addition to the street scene. Conditions of the planning approval will ensure that the materials are appropriate and undertaken to the highest standard.

Impact on the historic environment

The application site lies within the Smithfield Conservation Area, with the Stevenson Square Conservation Area lying 20m to the south-east along the eastern half of Oldham Street.

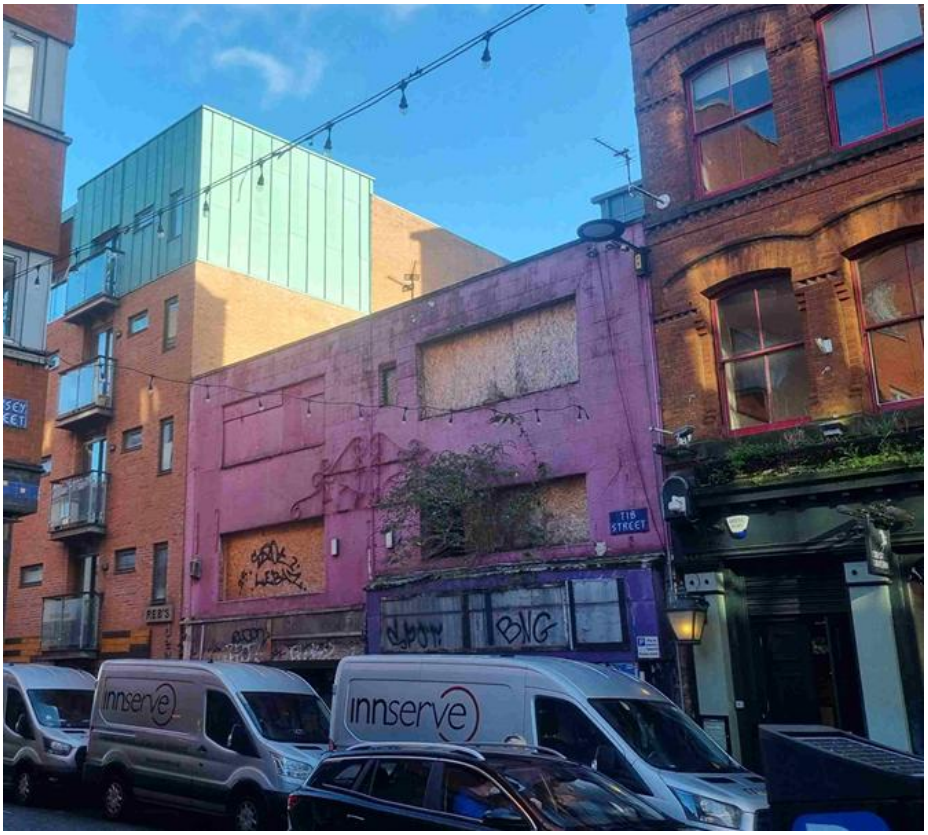
The Smithfield Conservation Area, designated in 1987, historically has been an area that was home to Manchester's food markets and home for independent businesses. The social and economic revolution of the Industrial Age was a key factor in the development of the area. The regular grid pattern of streets established in Georgian times is still easily readable.

Neighbouring listed buildings comprise of the Grade II listed properties at no49-53 Tib Street and no105 Oldham Street. The significance of the listed buildings are considered to derive from their historical significance as Georgian buildings and not from their setting which has largely been compromised by modern development.

The existing property is to be demolished. The building has deteriorated over the years, and large elements of the façade are non-original having been heavily modified. However, there are original elements of the façade which remain which date from the late 18th/early 19th century.



Application site as of 1959



Application site as of 2026

The property's roof, chimney, ground floor shopfronts, windows, window surrounds and large parts of the façade have been lost.

The building's interior reveal large sections have collapsed and/or have been removed for modern material, with only some original brick and lath and plaster still surviving.

It is acknowledged that the building on site has some heritage value and therefore has some contribution to the significance of the conservation area being a physical link to the industrial expansion of Manchester in the late 18th and early 19th centuries. However, the property's poor condition, and the reduced amount of surviving historical material, would make any sensitive restoration of the site challenging. The current condition of the building also detracts from the character of the conservation area albeit it is only appreciated within the constraints of the tight grid road pattern.

Nevertheless, there would be a low level of harm from the demolition of the building to the significance of the conservation area.

Consideration has also been given to the impact of the proposed development on the setting and significance of the Smithfield conservation area and nearby listed buildings.

The proposed development would reinstate a building back of footpath which would contribute positively to the character of the area. An active shop front would bring vitality to Tib Street. The scale of the building would be contextual and commensurate with the surrounding area. The setting back of the fourth floor would reduce the overall scale and impact of the development thereby adding to the variety of building heights in the area.

The building would be of a masonry construction which would complement the predominant material in the area which is brick. A combination of tinted precast concrete and brick would result in a contemporary building. The regular window grid pattern would echo the historic buildings in the street scene alongside deep masonry reveals would add depth and character to the façade.

The proposal is considered to be a positive addition to the significance of the conservation area and setting of nearby listed buildings, as a result of the complementary siting, scale and appearance. The demolition of the existing building would remove the current poor quality appearance of the site. Views of the proposed development within the conservation area, and nearby listed buildings, would be limited to the tight street pattern of Tib Street and the presence of taller modern and historic development.

The setting of the aforementioned listed buildings at no49-53 Tib Street and no105 Oldham Street would be unaffected by the proposed development. The tight urban grain of Tib Street would only allow for extremely constrained views of both the application site and no49-53 Tib Street, in which taller modern development is also present. Views of both no105 Oldham Street and the application site are not possible due to the presence of neighbouring development.

There would be a low level of less than substantial harm as a result of the loss of the existing building within the conservation area as defined by paragraph 215 of the NPPF.

There would be heritage benefits from developing this deteriorating site with a high quality building.

As directed by paragraph 215 of the NPPF, it is necessary to consider whether the required public benefits would outweigh the harm identified.

Assessment of Heritage Impact

The proposal would create a low level of less than substantial harm as defined within the NPPF as a result of the loss of the existing building.

Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 215 of the NPPF. In assessing the public benefits, consideration has been given to para 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental**.**

There would be new jobs created during the construction and the operation of the development. The development would also provide floorspace for small scale commercial uses helping to provide premises for smaller independent businesses.

The scale of the development and the design would add positively to the character and appearance of the area offering a contemporary addition to the street scene.

This would be a low carbon development. An all electric system which would benefit from a decarbonising grid. There would be bird and bat boxes to enhance biodiversity.

The significant public benefits would outweigh the heritage impacts which would be at the lower end of less than substantial harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 215 of the NPPF.

Impact on Archaeology

Greater Manchester Archaeology Advisory Service (GMAAS) have confirmed that the potential for impacts on significant archaeological remains are negligible, with the site having been agricultural land until the late 18th century.

Notwithstanding this, GMAAS have stated that as the building likely originated in the late 18th century, a programme of historic building recording should be conditioned as part of an approval that would detail historic fabric, history and comparative analysis of the application site.

Subject to condition, the proposal would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

Impact on Ecology

The site is of minimal ecological value, being entirely comprised of hard standing taken up by the footprint of the existing building on site and a small sealed surface rear yard/alleyway.

The roof of the building does offer potential bat and bird roosting environments. A Bat and Bird Inspection Assessment found no evidence of bats and birds on site.

Greater Manchester Ecology Unit concur with the report and advise that an informative should be imposed detailing the appropriate course of action if any bat or birds are found during the course of the construction works.

Biodiversity improvements at the site should be made in the form of bird and bat boxes and this should form part of planning conditions attached as part of the planning approval.

Effect of the development on the local environment and existing residents

The nature of City Centre developments, amenity issues, such as daylight, sunlight, the proximity of buildings to one another, construction impacts and wind have to be dealt with in an appropriate way.

Daylight, Sunlight and Overshadowing

The design of the proposed building has been influenced with regard to its impact on the daylight, sunlight and overshadowing to neighbouring properties, with its rear elevation featuring a stepped design.



Proposed section showing stepped rear elevation

A daylight and sunlight analysis has been undertaken which makes reference to the BRE Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice.

The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is often inevitable.

The following properties have been considered due to their sensitivity and proximity to the site:

- 31 Tib Street
- 1 Dorsey Street/33-37 Tib Street
- 82-84 Tib Street
- 89-95 Oldham Street
- 97-99 Oldham Street

Daylight

Within the submitted assessment a Vertical Sky Component (VSC) analysis has been undertaken. In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. If the direct skylight to a room is reduced to less than 0.8 times its former value, this would be noticeable to the occupants.

The BRE Guide recognises that different targets may be appropriate, depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density city centre as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street).

It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

The submitted assessment categorises numerical data used to quantify the impact of the development into four separate categories that are listed in the table below. This ranges from negligible, minor adverse, moderate adverse to then major adverse.

Significance	Description	Change Ratio
Negligible	No alteration or a small alteration from the existing scenario. Results demonstrate full compliance with the BRE assessment criteria and therefore occupants are unlikely to notice any change	1.0 to 0.8
Minor adverse	An alteration from the existing scenario which may be marginally noticeable to the occupant. This may include a marginal infringement of the numerical levels suggested in the BRE Guidelines, which should be viewed in context. A typical change ratio for this level of significance would be 0.7	0.7 to 0.8
Moderate adverse	An alteration from the existing scenario which may cause a moderate noticeable change to the occupant. This may consist of a modest infringement of the numerical BRE assessment criteria	0.6 to 0.7
Major adverse	An alteration from the existing scenario which may cause a major noticeable change to the occupant. This may consist of a significant infringement of the numerical BRE assessment criteria	Less than 0.6

Categorisation of impacts on daylight and sunlight associated with the development

The impact of the development in relation VSC for each of the tested properties is set out below and summarised within the following table:

Property	No. Windows Tested	Windows Satisfying BRE Criteria		VSC Windows Transgressions		
		No.	%	Minor Adverse	Moderate Adverse	Major Adverse
31 Tib Street	10	10	100%	0	0	0
1 Dorsey/33-37 Tib St	18	18	100%	0	0	0
82-84 Tib Street	4	4	100%	0	0	0
93-95 Oldham St	7	7	100%	0	0	0
97-99 Oldham St	5	3	60%	1	0	1
Total	**44**	**42**	**95%**	**1**	**0**	**1**

Results of VSC analysis

31 Tib Street, 1 Dorsey Street/33-37 Tib Street, 82-84 Tib Street and 93-95 Oldham Street

All windows tested within these properties would meet BRE criteria.

97-99 Oldham Street

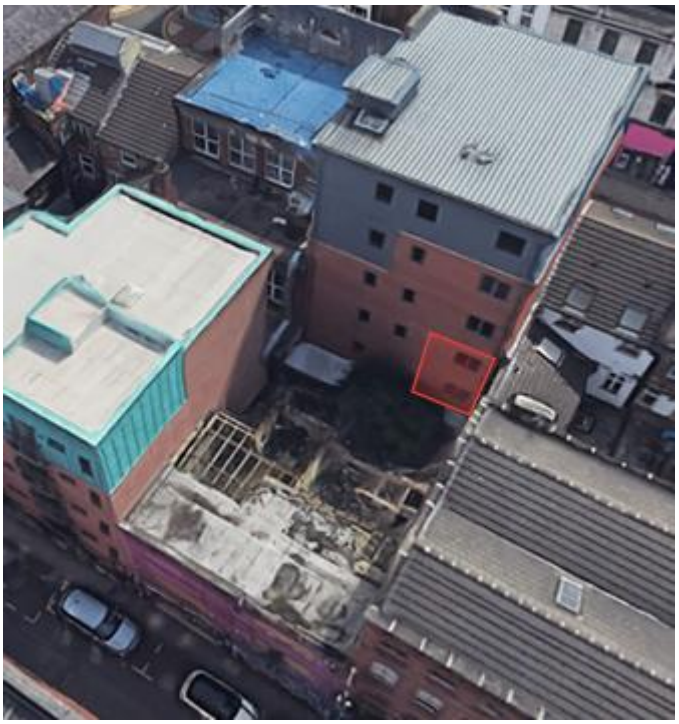
Five habitable windows have been considered with three meeting the BRE guidelines.

Two windows would fail to comply with VSC targets. These are located at first and second floor on the property's rear elevation and serve residential bedrooms.

The windows currently achieve a VSC of 13.71% VSC and a 20.72% VSC respectively.

The first floor window affected would suffer a major adverse impact with a ratio change of 0.5 times its former value. There would be a more minor impact on the second floor window at 0.72 times its former value (the BRE accepts 0.8 times its former value as being acceptable and would not be noticeable).

The first floor window would achieve a VSC of 7.67% and the second floor window would achieve a VSC of 15.02%.



Windows that would not meet BRE guidance in regard to VSC within 97-99 Oldham Street (Highlighted in red)



Typical upper floor plan of 97-99 Oldham Street showing the habitable room affected in red

The impact on the daylight of the two windows, whilst harmful, is not unusual for a city centre context.

The current building on site allows 97-99 Oldham Street to benefit from higher light levels than most buildings set within a similar context.

A mirror massing assessment has also been undertaken to assess the impact of a mirror image development at the application site and the implications for the VSC levels within 97-99 Oldham Street.

The first floor window's VSC would be 3.27% (compared to 7.67% as a result of the proposed development). The second floor window's VSC would be 7.67% (compared to 15.02% as a result of the proposed development).

The proposed development, whilst reduces the available daylight to these windows, would not be as great as if a similar scaled building to 97-99 Oldham Street was erected at the site.

A No Sky Line (NSL) Analysis has also been undertaken.

The NSL method can be used where room layouts are known and is a measure of the distribution of daylight at the 'working plane' within a room. The 'working plane' means a horizontal 'desktop' plane 0.85m in height for homes. If a significant area of the working plane lies beyond the NSL (i.e. it receives no direct sky light), then the distribution of daylight in the room will be poor and supplementary electric lighting may be required.

The results of the assessment are shown below:

Property	No. Rooms Tested	Rooms Satisfying BRE Criteria		No Sky Line Room Transgressions		
		No.	%	Minor Adverse	Moderate Adverse	Major Adverse
31 Tib Street	2	2	100%	0	0	0
1 Dorsey/33-37 Tib St	9	6	67%	1	2	0
82-84 Tib Street	4	4	100%	0	0	0
93-95 Oldham St	4	4	100%	0	0	0
97-99 Oldham St	5	3	47%	0	0	2
Total	**24**	**19**	**79%**	**1**	**2**	**2**

Table showing percentage of windows tested that satisfy BRE criteria in relation to NSL

31 Tib Street, 82-84 Tib Street and 93-95 Oldham Street

All rooms tested within these properties would satisfy the BRE guidance in respect of NSL.

1 Dorsey Street/33-37 Tib Street

One living/dining room at second floor within 1 Dorsey/33-37 Tib Street would experience a minor adverse impact of 21% (1% beyond the BRE guidance).

The two other rooms within 1 Dorsey/33-36 Tib Street would experience a moderate adverse impact seeing reductions of 31% and 34% respectively.

This would be noticeable to occupants. However, given this is a city centre location, where buildings located in a tightly packed street pattern, the impacts are not considered to be unduly harmful to warrant the refusal of this application, with BRE making it clear that site specific circumstances should be taken into account.

97-99 Oldham Street

The NSL analysis found that two bedrooms within 97-99 Oldham Street would experience a major adverse impact as a result of the development.

There would be a 71% change to the first floor bedroom of 97-99 Oldham Street to receive direct light, leaving 16.47% of the room to receive direct light.

There would be a 59% change of the second floor bedroom, leaving 34.60% of the room to receive direct light.

It is acknowledged that there will be harm to these rooms as a result of the development. The relationship of the application site to this property means the affected rooms closely overlook the application site. The relationship is considered typical for a city centre location and are comparable with other developments in the immediate area.

A mirror image test for NSL on the aforementioned rooms has also been undertaken. The first floor bedroom would receive direct light to only 8.23% (compared to 16.47% with that of the proposed development). The second floor bedroom would receive direct light to 17.55% of the room (compared to 34.60% as a result of the proposed development) would receive direct light.

The results of the mirror image analysis are shown below.

Floor	Room No. and Use	NSL Value (Lit Area of room) %		Ratio of Change
		'Existing' Mirror Image	Proposed	
97-99 Oldham Street				
First	R3 – Bedroom	8.23%	16.47%	2.00
Second	R3 – Bedroom	17.55%	34.60%	1.97

Table illustrating proposed NSL levels within the bedrooms at first and second floor within 97-99 Oldham Street compared to a mirror image study

The effects on daylight at 97-99 Oldham Street are therefore not considered to be unduly harmful to warrant refusal of this application. A building of similar scale to 97-99 Oldham Street would result in greater harm than the proposed development in terms of NSL.

Sunlight

Annual probable sunlight hours (APSH) analysis has been undertaken. All windows tested meet the APSH criteria.

Property	Number of Windows Tested	Annual			Winter		
		Windows satisfying BRE Criteria		Number of Windows Experiencing Adverse Impacts	Windows satisfying BRE Criteria		Number of Windows Experiencing Adverse Impacts
		Number	%		Number	%	
31 Tib Street	6	6	100%	0	6	100%	0
1 Dorsey Street / 33-37 Tib Street	18	18	100%	0	18	100%	0
82-84 Tib Street	4	4	100%	0	4	100%	0
93-95 Oldham Street	3	3	100%	0	3	100%	0
97-99 Oldham Street	*"windows facing within 90 degrees of due north"*						
101-103 Oldham Street	*"windows facing within 90 degrees of due north"*						
Total	**31**	**31**	**100%**	**0**	**31**	**100%**	**0**

Table 8.1 - Results of the APSH Analysis

Overlooking

The proposed building would face onto Dorsey Street and 1 Dorsey Street/33-37 Tib Street, a four storey residential building with ground floor commercial units.

To the rear the site would face onto the rear of 97-99 Oldham Street, a six storey residential apartment building.

Tib Street separates 1 Dorsey Street/33-37 Tib Street from the application site which would minimise any loss of privacy from overlooking. The relationship between the proposed development and this property would be similar to the existing building. It is noted that there is a front terrace area which forms part of this scheme, however, this will be set back from the main façade further increasing the privacy distance from this building.

There are limited windows to on the rear elevation and they would all be obscurely glazed. This would reduce any overlooking and loss of privacy to 97-99 Oldham Road. A rear terrace would be proposed but with a distance of 4m between the two buildings this would be an acceptable range given the location. It is also used for plant only.

Air Quality

The site is in an Air Quality Management Area (AQMA). The construction process is likely to produce dust and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures included within best practice guidance and a construction management plan, this would include the provision of wheel washing facilities, sheeting of construction vehicles, and dust suppression methods such as the spraying of water to dampen down particulate matter.

The proposal would be a car free development and promote more sustainable modes of transport. On site cycle provision would be provided for the occupants of the

development. A travel plan would encourage public transport use and reduce vehicle trips. The proximity of the site to public transport links and local amenities within the City Centre means the site is suitable for walking and cycling.

Environmental Health concur with the air quality report.

Nosie and Vibration

A noise assessment has considered the noise impacts form the development. The main sources of noise from the development are from the demolition and construction activities and plant. Consideration has also been given to external noise sources on the proposed accommodation and internal noise to the building.

Noise levels from construction would not be unduly harmful provided the operating and delivery hours are adhered to along with the erection of a hoarding with acoustic properties, silencers on equipment and regular communication with residents and local businesses. These details would be secured by a condition.

The proposal would require plant and details are required to be confirmed prior to first use. This would all be secured by condition.

The building and commercial units can be acoustically insulated to prevent unacceptable levels of noise breakout. The front roof terrace should only be used between the hours of 09:00 to 19:00 daily and this should be controlled by condition.

Provided that construction activities are carefully controlled and the plant equipment and homes are appropriately insulated, the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Crime and Public Disorder

The proposed development would see the application site result in an active use at the development improving natural surveillance along Tib Street.

Design for Security at Greater Manchester Police (GMP) has asked that the development be built in accordance with Secured by Design standards and this should be secured by planning condition.

The development is acceptable and would accord with Core Strategy Policy DM1 and the National Planning Policy Framework.

Construction Management Plan

The proposal could cause some temporary disruption during its construction phase. A condition would require the submission of a Construction Management Plan.

Dust mitigation measures would be used and plant and equipment would be fitted with silencers and would be used during working hours only. Construction waste management would be in place at all times. The work would take place close to homes

and businesses and comings and goings would be noticeable. These impacts can be mitigated through best practice.

A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris on the road.

Provided these measures are adhered to, the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, a condition is recommended that requires the final construction management plan to be agreed to ensuring the process has the minimal impact on surrounding residents and the highway network.

Impact on the highway network/transport/car parking issues/sustainable travel

The city centre location means the site is within walking distance of sustainable transport. Public cycle storage facilities are available for use within Stevenson Square and along Oldham Street, Tib Street and Church Street. This would be a car free development reflecting its highly sustainable location. Collections and deliveries would take place along Tib Street.

The proposal would not give rise to a significant increase in vehicle trips associated with the development and any trips generated can be absorbed into the local highway network. The servicing arrangements would take place on Tib Street. A secure cycle store would be created within the building which would be available to the occupants.

There would-be improvements to the footpath in front of the application site which would be secured by planning condition.

A travel plan should be agreed by condition.

The proposals are considered to be acceptable and would not have a detrimental impact on the local highway network or impact pedestrian safety. The proposal accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Accessibility

The development would feature level access throughout the proposed building, with lift access proposed to all four floors. Planning condition would ensure that this would be provided and complied with. The development is acceptable in this respect and accords with Core Strategy Policies CC10 and DM1, and the National Planning Policy Framework.

Waste Management

There would be an internal bin store on the ground floor accessed from the shared alleyway access with 82-84 Tib Street.

The store would be capable of accommodating 2no 660L refuse bins, 1no 660L dry recycling bin, 1no 660L cardboard and paper bin, and 1no 240L food bin. Waste collections would then take place from Tib Street.

The waste storage and collection strategy is acceptable to both Environmental Health and Highway Services. A planning condition would ensure the strategy is implemented and remains in place in accordance with policies DM1 and EN19 of the Core Strategy.

Ground Conditions

There are no unusual or complex ground contamination issues. A detailed risk assessment and remediation strategy is required to ensure that there are no unacceptable impacts and the land is properly remediated.

The implementation should be confirmed through a verification report to confirm that it has been carried out in full. This should form a condition in order to comply with policy EN18 of the Core Strategy.

Drainage and Flood Risk

The application site lies within Flood Zone 1 where the risk of flooding is lowest. Records indicate that a culverted watercourse, this being the River Tib, may run through the site or lie in close proximity. Flood Risk have assessed the proposals and have stated that there needs to be an investigation to locate and assess the condition of the culvert, once this has been undertaken a surface water drainage scheme for the site can be prepared. During negotiation the applicant has made a commitment to drain surface water to the culvert provided it is in good working order and site constraints allow for such a scheme. In light of this information, planning pre-commencement condition would be used to secure the investigation and the location of the culverted watercourse, the submission of a surface water drainage scheme and the maintenance details of such a scheme. Subject to such conditions the development would accord with Places for Everyone Plan Policy JP-S4, Core Strategy Policies EN14 and DM1, and the National Planning Policy Framework.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The site is a longstanding vacant building within the Northen Quarter.

The creation of a commercial use would support the independent business offer within the Northern Quarter supporting the local economy and employment.

The replacement building is commensurate with the scale and use for the area. The design would be high quality and would promote a quality neighbourhood, economic development and sustainable travel patterns.

The development would not have a significant detrimental impact on the setting of nor the character and appearance of Smithfield Street Conservation Area.

It has sought to minimise the potential for overlooking and loss of sunlight and daylight. The proposal would redevelop a site that does not currently contribute positively to the area. The building would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Places for Everyone Plan, Adopted Core Strategy, and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

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 the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the 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 of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

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

Condition(s) to be attached to decision for approval

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

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

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

o 09441-LEP-SC-00-DR-A-00001 Revision P02: Location Plan (Received 12/01/2026)
o 09441-LEP-SC-04-DR-A-00003 Revision P01: Proposed Site Plan
o 09441-LEP-SC-00-DR-A-00004 Revision P01: Proposed Delivery and Refuse Strategy
o 09441-LEP-SC-00-DR-A-00005 Revision P01: Demolition Site Plan
o 09441-LEP-SC-00-DR-A-00020 Revision P03: Proposed Ground Floor Plan (Received 12/02/2026)
o 09441-LEP-SC-XX-DR-A-00021 Revision P05: Proposed First & Second Floor Plans (Received 27/02/2026)
o 09441-LEP-SC-XX-DR-A-00022 Revision P03: Proposed Third Floor & Roof Plan (Received 27/02/2026)
o 09441-LEP-SC-XX-DR-A-00024 Revision P02: Proposed Sections 01 (Received 12/02/2026)
o 09441-LEP-SC-XX-DR-A-00025 Revision P02: Proposed Sections 02 (Received 12/02/2026)
o 09441-LEP-SC-XX-DR-A-00026 Revision P04: Façade Section (Received 27/02/2026)
o 09441-LEP-SC-XX-DR-A-00031 Revision P02: Proposed West Elevation 1 of 2 (Received 12/02/2026)
o 09441-LEP-SC-XX-DR-A-00032 Revision P04: Proposed East Elevation 1 of 2 (Received 27/02/2026)
o 09441-LEP-SC-XX-DR-A-00036 Revision P02: Proposed East Elevation 2 of 2 (Received 12/02/2026)
o 09441-LEP-SC-XX-DR-A-00037 Revision P02: Proposed West Elevation 2 of 2 (Received 12/02/2026)
o 09441-LEP-SC-XX-DR-A-00050 Revision P1: DRAFT Party Wall Details (Received 12/02/2026)
o J253515_01: Topographical Survey
o Daylight and Sunlight Assessment (Prepared by eps; Dated November 2025)
o Design and Access Statement (Prepared by LEP; Dated and received 12/02/2026)
o Flood Risk Assessment and Drainage Strategy (Prepared by Arthian; Report reference 320166; Dated 17/12/2025)
o Heritage Statement (Prepared by LEP; Dated November 2025)
o Noise Impact Assessment (Prepared by Noise Air; Report reference P8809-R1-V1; Dated 07/11/2025)
o Environmental Standards Statement (Prepared by LEP; Report reference 9441a; Dated January 2026)
o Energy Statement (Prepared by Achieve Green; Dated 10/10/2025)
o Kitchen Odour Assessment (Prepared by Noise Air; Report reference P8809-R2-V2; Dated 03/12/2025)
o Operational Management Strategy
o Outline Construction and Demolition Management Plan (Prepared by LEP; Report Reference 9441; Dated 28/10/2025)
o Planning Statement (Prepared by LEP; Report Reference 9441a; Dated 28/10/2025)
o Preliminary Ecological Appraisal and Roost Assessment (Prepared by Arbtech; Dated 22/04/2025)

o Structural Appraisal for Additional Two Storey Extension (Prepared by RD-Engineering; Report reference 2957/SR/A; Dated 20/10/2025)
o Framework Travel Plan (Prepared by Mode Transport; Dated September 2025)
o Specification & EMAQ Report (Prepared by Purified Air; Dated 12/09/2025)
o Kitchen Ventilation Report (Prepared by Leung Sing Limited; Dated 16/10/2025)
o Waste Management Strategy Proforma
o AA®720 SL SLIMLINE CASEMENT WINDOW Specification (Received 13/03/2026)

All stamped as received by the Local Planning Authority on 07/01/2026, unless specified otherwise.

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

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

o The duration/phasing of construction works and associated vehicle trips;
o Confirmation of display of an emergency contact number;
o Wheel Washing, dust suppression measures and schedule for maintenance of drains and gulleys;
o Requirements for any tower crane, including arrangements for delivery, assembly and removal
o Routing of construction traffic and associated swept-path assessment;
o Details of the location and arrangements for contractor parking;
o The identification of the vehicular access points into the site;
o Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas;
o Impact on adjacent TROs including loading bays, bus stops/shelters (to be agreed with TfGM), taxi bays etc.
o Traffic Management measures for vehicles, pedestrians and cyclists;
o Details/mitigation of any impacts on street furniture, crossing points, highway layout, lines etc.
o Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway.
o The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality; and
o Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
o Sheeting over of construction vehicles;
o Community consultation strategy,

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

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

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

4) a) Before the development commences, a full condition survey of the carriageways/footways on construction vehicle routes immediately surrounding the site shall be undertaken and submitted for approval in writing by the Local Planning Authority.

b) When all construction/fit-out works are complete, and prior to the first use of the development, the same carriageways/footways shall be re-surveyed, and the results submitted to the Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the Local Planning Authority and the works completed in accordance with the approved scheme prior to the first use of the development.

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

5) Prior to the commencement of the development hereby approved, the following shall be submitted for approval in writing by the Local Planning Authority:

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

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

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

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

6) No Demolition shall be undertaken till a scheme that investigates the culvert on site has been submitted to and approved in writing by the Local Planning Authority. Any such scheme shall include the following information:

o A full survey of the existing drainage regime of the site that shall also locate the culverted river Tib.
o A full investigation of the culvert on site that shall include levels, dimensions, condition and any structural defects.
o Evidence that contact has been made with United Utilities to determine the status of the combined sewer or culverted watercourse.

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

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to NPPF and NPPG, Places for Everyone Policy JP-S4, Core Strategy Policy EN08 and EN14.

7) Prior to the commencement of the development hereby approved, but upon the discharge of condition 6 of this permission, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the Local Planning Authority. This shall include:

o A finalised drainage layout showing all components, outfalls, levels and connectivity.
o Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
o Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. For brownfield sites a minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates. A discharge rate of no greater than 11l/s is acceptable.
o Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must Include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change. Hydraulic calculations must correspond with the finalised drainage layout for cross-referencing.
o An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to NPPF and NPPG, Places for Everyone Policy JP-S4, Core Strategy Policy EN08 and EN14.

8) Prior to the first occupation/use of the development hereby approved, details of the implementation, maintenance and management of the surface water drainage

scheme, as approved by Condition 7, shall be submitted for approval in writing by the Local Planning Authority. Those details shall include:

o Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 7.
o Provide As Built construction drawings OR confirm that they align with the original design construction drawings.
o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to NPPF and NPPG, Places for Everyone Policy JP-S4, Core Strategy Policy EN08 and EN14.

9) No demolition, soft-strip or alteration works shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of historic building recording in accordance with a Project Design (PD), which has been submitted to and approved in writing by the Local Planning Authority. The PD shall cover the following:

a. Informed by the North West Historic Environment Research Framework, a phased
b. programme and methodology of investigation and recording to include:
i. historic building survey (Historic England Level 3)
c. A programme for post-investigation assessment to include:
i. production of a final report on the significance of the heritage interest represented.
d. Deposition of the final report with the Greater Manchester Historic Environment Record.
e. Dissemination of the results commensurate with their significance.
f. Provision for archive deposition of the report and records of the site investigation.
g. Nomination of a competent person or persons/organisation to undertake the works set out within the approved PD.

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

Reason: To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible in accordance with Places for Everyone Plan Policy JP-P2, Core Strategy Policies CC9 and DM1, and the National Planning Policy Framework.

10) Notwithstanding the approved plans listed within condition 2 of this permission, prior to the commencement of the development, final details of the ground floor shopfront shall be submitted to and approved in writing by the Local Planning Authority. The development shall then proceed in accordance with the approved details, which shall be retained and maintained thereafter for its lifetime.

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.

11) a) Notwithstanding the approval of the Noise Impact Assessment (Prepared by Noise Air; Report reference P8809-R1-V1; Dated 07/11/2025), the premises shall be acoustically insulated and treated to limit the breakout of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented in full prior to the first use of the development or as otherwise agreed in writing by the local planning authority.

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

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

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the use can commence.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site. Pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the UDP.

12) a) Prior to the installation of any plant hereby approved, either a scheme that demonstrates that any plant equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, or a scheme showing a method to acoustically treat/insulate any plant equipment so as to achieve a rating level of 5dB (LAeq) below the typical

background (LA90) level in each octave band at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

b) Prior to the first use of the approved plant, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant equipment achieves a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the use can commence.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site. Pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the UDP.

13) a) Notwithstanding the approval of the submitted Kitchen Odour Assessment (Prepared by Noise Air; Report reference P8809-R2-V2; Dated 03/12/2025), prior to first use of the development hereby approved, a scheme for the extraction of any fumes, vapours and odours from the premises shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the use commences and shall remain operational thereafter.

b) Prior to use of the extraction system hereby approved, confirmation shall be submitted for the approval of the local planning authority that the approved scheme has been implemented.

c) In the event of non-conformity with the approved scheme, any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the use can commence.

Reason - In order to ensure the efficient dispersal of cooking odours from the premises in the interests of the amenity of neighbouring occupiers and to ensure that any ventilation flues/ducting can be accommodated without detriment to character and appearance of the host building and the surrounding area in accordance with policies SP1 and DM1 of the Core Strategy and the National Planning Policy Framework.

14) Notwithstanding the approval of drawing no.09441-LEP-SC-XX-DR-A-00050 Revision P1 (Received 12/02/2026), prior to the commencement of any works hereby approved, final details on the party wall abutment detail between the application site and 82/84 Tib Street shall be submitted to and approved in writing by the Local Planning Authority.

The development shall then proceed in accordance with the approved details.

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

15) Prior to the commencement of any above ground construction works, final details of the brick shrouded extraction flue hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then proceed in accordance with the approved details which shall be retained and maintained for the lifetime of the development thereafter.

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.

16) Prior to the commencement of any above ground construction works, final details on how the property shall be ventilated, including the location of air inlet and outlet points, shall be submitted to and approved in writing by the Local Planning Authority. No air intake and outlet points, nor any extraction shall be located on the approved development's Tib Street elevation, with the exception of the property's soffits.

The development shall proceed in accordance with the approved details.

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

17) Notwithstanding the approved plans listed within condition 2, prior to the first use of the development hereby approved, details of the siting, scale, and appearance of the photovoltaic panels to the property's roof (including cross sections) shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter be 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 pursuant to polices SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

18) The development hereby approved shall be carried out in accordance with the submitted Environmental Standards Statement (Prepared by LEP; Report reference 9441a; Dated January 2026) and Energy Statement (Prepared by Achieve Green; Dated 10/10/2025), all stamped as received by the Local Planning Authority on the 07/01/2026. A post construction review certificate/statement shall be submitted for approval, within three months of the practical completion of the development, to the Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles

contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

19) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good' against version 6 of BREEAM. A post construction review certificate shall be submitted to and approved in writing by the local planning authority within 3 months of the first use of the development.

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

20) Prior to the first use of the premises, a signage strategy shall be submitted to and approved in writing by the Local Planning Authority. The approved strategy shall then be implemented as part of the development and be adhered to for its lifetime.

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

21) a) Prior to the commencement of the development, details of how secured by design measures shall be incorporated into the development hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then proceed in accordance with the approved details.

b) The development hereby approved shall not be occupied or used until the Local Planning Authority has acknowledged in writing that it has received written confirmation that the development has achieved 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.

22) a) The development shall be completed in accordance with the measures and recommendations put forward within the submitted Preliminary Ecological Appraisal and Roost Assessment (Prepared by Arbtech; Dated 22/04/2025; Received 07/01/2026).

b) Prior to the first use of the development hereby approved, details of the number, siting and appearance of bird and bat boxes at the application site shall be submitted for approval in writing by the Local Planning Authority. A minimum of 2no bat and 2no bird boxes shall be installed on site.

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

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

23) Prior to the first occupation of the development hereby approved, a scheme of highway works and details of footpath reinstatement works shall be submitted for approval in writing by the Local Planning Authority.

This shall include the following:

o Footway resurfacing works along Tib Street to the front of the application site.

The approved scheme shall be implemented and be in place prior to the first use of the development hereby approved and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012) and in accordance with the New Cross Public Realm Strategy.

24) Within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the local planning authority in response to identified television signal reception problems within the potential impact area, a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the 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.

25) The development hereby approved shall be carried out in accordance with the Framework Travel Plan (Prepared by Mode Transport; Dated September 2025) received by the Local Planning Authority, on the 07/01/2026.

In this condition a Travel Plan means a document which includes:
I. the measures proposed to be taken to reduce dependency on the private car by those living at the development;
II. a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
III. mechanisms for the implementation of the measures to reduce dependency on the private car
IV. measures for the delivery of specified Travel Plan services
V. a commitment to providing improved and increased cycle storage facilities on site
VI. measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the Local Planning Authority.

Any Travel Plan which has been approved by the Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

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

26) The development hereby approved shall store and dispose of its waste and recycling in accordance with drawing no.09441-LEP-SC-00-DR-A-00020 Revision P03 (Received 12/02/2026), drawing no.09441-LEP-SC-00-DR-A-00004 Revision P01 and the submitted Waste Proforma (Both received 07/01/2026). The details of the approved scheme shall be implemented as part of the development and shall remain in situ and be adhered to for its lifetime.

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

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

- Monday to Saturday: 7:30 - 20:00
- No deliveries/waste collections on Sundays/Bank Holidays.

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

28) The provision of 2no cycle spaces, as indicated on drawing no. 09441-LEP-SC-00-DR-A-00020 Revision P03, received by the Local Planning Authority on 12/02/2026, shall be implemented prior to the first use of the development hereby approved and shall be retained and maintained in situ for as long as the development remains in use.

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

29) The ground floor commercial unit hereby approved, shall not be open outside of the following hours for the lifetime of the development:

- Monday - Sunday (Including Bank Holidays) 09:00 - 22:00

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

30) The upper floor commercial units, hereby approved shall not be open outside of the following hours for the lifetime of the development:

o Monday - Sunday (Including Bank Holidays) 09:00 - 22:00

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

31) The roof terrace hereby approved, shall not be open outside of the following hours for the lifetime of the development:

o Monday - Sunday (Including Bank Holidays) 09:00 - 19:00

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

32) All external doors of the development hereby approved shall open away from the public highway.

Reason - In the interest of highway safety in accordance with Core Strategy Policies CC5 and DM1, and the National Planning Policy Framework.

33) No amplified sound or any music shall be produced or played in any part of the site outside the building, including the roof terrace.

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

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

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

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

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

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

Reason - The clear glazed windows are an integral and important element in the design of the building 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.

37) The windows within the rear elevation of the building hereby approved, as shown on drawing nos.09441-LEP-SC-XX-DR-A-00021 Revision P05 and 09441-LEP-SC-XX-DR-A-00022 Revision P03 (Received 27/02/2026), shall be obscurely glazed for the lifetime of the development.

Reason - In the interest of safeguarding neighbouring amenity and preventing overlooking, in accordance with Core Strategy Policy DM1 and the National Planning Policy Framework.

38) The rear terraces hereby approved at second and third floor, as shown on drawing nos. 09441-LEP-SC-XX-DR-A-00021 Revision P05 and 09441-LEP-SC-XX-DR-A-00022 Revision P03 (Received 27/02/2026), shall only be utilised for the siting of plant and no other purpose for the lifetime of the development.

Reason - In the interest of safeguarding neighbouring amenity and preventing overlooking, in accordance with Core Strategy Policy DM1 and the National Planning Policy Framework.

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

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

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

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

41) The commercial units hereby approved shall not be sub-divided for the lifetime of the development. Any proposal to sub-divide the commercial units shall require the approval of a separate planning permission.

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

42) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the local planning authority and the development shall be carried out in accordance with the agreed Remediation Strategy and validated. If no contamination is found, then a post-completion report shall be submitted to evidence this prior to occupation of the development.

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 EN18 and DM1 of the Manchester Core Strategy.

43) The development hereby approved shall have slimline windows, and brick window reveals and soffits in accordance with the approved documents listed below:

- 09441-LEP-SC-XX-DR-A-00026 Revision P04 (Received 27/02/2026)
- AA®720 SL SLIMLINE CASEMENT WINDOW Specification (Received 13/03/2026)

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.

44) 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 telecommunications infrastructure, masts nor satellite dishes shall be mounted/installed on the building 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 in located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Informatives

1) The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: https://www.caa.co.uk/Commercial-industry/Airspace/Event-and obstacle-notification/Crane-notification/

2) Protected species can turn up in unexpected places and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. If protected species are found to be present on site works must halt and advice be sought from a suitably qualified professional.

Work that will impact on habitats where nesting birds may be present (for example demolition of a building or works to trees and other vegetation including undergrowth like bramble), should not be undertaken in the main bird nesting season (March - August) unless suitable checks for active bird nests have been undertaken.

3) The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk.

The applicant is required to discuss and agree any requirements for TTROS, temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

4) Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link: Licensing - Permission to work on the highways - Section 278 agreements | Manchester City Council

Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 144881/FO/2026 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Manchester Airport Safeguarding Officer
Greater Manchester Archaeological Advisory Service
Helipad Manager
Greater Manchester Ecology Unit
Work & Skills Team
Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Ecology Unit
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Helipad Manager
Manchester Airport Safeguarding Officer
United Utilities Water PLC

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
Greater Manchester Police
Manchester Airport Safeguarding Officer

Relevant Contact Officer : Michael Pearson
Telephone number : 0161 219 2735
Email : michael.pearson@manchester.gov.uk


Village Way
William Fairburn Way
Marlesham Walk
Len Cox Walk
FOUNDRY LANE
SILVER JUBILEE WALK
Manchester
Craft Centre
Brightwell Walk
Posts
TIB STREET
47 to 53
125 to 127
121 to 123
111 to 115
WHITTLE STREET
47.9m
OAK STREET
DORSEY
STREET
33 to 37
CARPENTERS LANE
OLDHAM STREET
WARWICK STREET
Marlee
Court
Bank
El
Sub Sta
47.2m
HILTON STREET
The Hive
TCBs
PH
PC
Legend
Site Location
Neighbours notified
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