

Delegated Officer Report

Summary of application details

Application reference: 142949/FO/2025
Application type: Full planning permission
Proposal: Change of use to commercial kitchen and food delivery operation (Sui Generis) with associated external alterations.
Site address: 94 - 98 Fairfield Street Manchester M1 2WR
Ward(s): Piccadilly
Date application valid: 12 May 2026
Applicant name: Rehan
Agent (if any): mr jon mackereth
Case officer: James Bridgman
Recommendation:
Date of recommendation: 25 June 2026

Description of site, building and/or area

The site refers to a building and forecourt bounded by Fairfield Street to the north of the site and to the south the North Western Street.

The application form indicates the existing use of the site is a café. The site consists of painted brickwork, and previous alterations have been carried out including the infilling of openings with breeze blocks.

The surrounding area is predominantly dominated by industrial and commercial uses at present. Network Rail's Square One building is situated to the north of the site. Piccadilly Station is situated further up Fairfield Street, with various rail lines passing over Fairfield Street in close proximity to the site. The site is not within a Conservation Area and there are no listed buildings within the setting of the site.

Description of development

Planning permission is sought for the change of use to commercial kitchen and food delivery operation (Sui Generis). There are associated external alterations including:

- Installation of extraction flue
- Infilling of openings

Relevant planning history

Consultation, notification and publicity responses

Consultations

Highways have accepted the operational management strategy which confirms the forecourt to the front of the building would be used as a delivery collection point for delivery drivers, staff parking and rider collection/dispatch. There would be no customers accessing the site.

They advise that clarification is sought regarding the proposed road markings, traffic signs, access arrangements, car park layout and internal traffic circulation within the development site.

Environmental Health advise the waste management strategy is acceptable. The Odour assessment confirms the premises would have a high risk and does not include the specific mitigation measures which would be required prior to the first use. Hours of opening are acceptable. External plant noise is acceptable and subject to verification testing.

Greater Manchester Police advise they have no comments.

HS2 advise there are no objections in planning or safeguarding terms to the proposals in the current application and in event the LPA are ultimately minded to grant consent, it is only advised that the applicant continues to follow future progress regarding delivery of NPR further to the Government's announcement on 14 January 2026.

Notifications and publicity

Publicity – The proposal has been advertised, by way of site notice in the public interest. Letters have also been sent out to local businesses and residents. No comments have been as part of that process.

Relevant policies

The Places for Everyone Plan - Joint Development Plan Document, for nine of the 10 boroughs which make up Greater Manchester adopted on 21st of March 2024:

- JP-Strat2 - City Centre
- JP-C5 - Streets for All
- JP-P1 - Sustainable Places

The Manchester Core Strategy - Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on the 11th of July 2012:

- SP1 - Spatial Principles
- EN1 - Design Principles and Strategic Character Areas
- CC5 - Transport
- T1 - Sustainable Transport
- DM1 - Development Management

Saved Unitary Development Plan for Manchester - The following saved UDP Policies are of relevance to this application:

- Policy DC26 – Development and Noise

National Planning Policy Framework (NPPF)

- Chapter 6 – Building a strong, competitive economy
- Chapter 9 – Promoting Sustainable Transport
- Chapter 12 – Achieving well-designed places

Draft National Planning Policy Framework (NPPF) (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. 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. As set out in the printed report no adverse impacts have been identified through consideration of the application proposals that would outweigh a positive decision in this instance.

Assessment

Principle of Development

This application refers to a vacant building and would bring forward a commercial kitchen and food delivery use. The site is within an area of the city centre adjacent to Mayfield and Piccadilly Station that is likely to be subject to future regeneration plans.

The nearby area is predominantly characterised by industrial uses. In principle the use as a commercial kitchen and delivery use would bring forward a vacant building and the use would complement the varying types of uses within this part of the city centre.

Design and Appearance

The existing building has undergone alterations that have negatively impacted on the appearance with painted breeze blocks. This application seeks to replace these alterations with brickwork to be painted to match the exterior of the existing building. In the interest of visual amenity, the alterations should be carried out within 2 months from the date of the planning permission as required through condition.

The extraction flue was amended as it was originally sited outwards from the rear elevation. In the interest of visual amenity, the flue would protrude 1m vertically from the roof and this minimises the impact on the street scene and the setting of the adjacent viaduct.

Residential Amenity

The noise impacts of the extraction flue have been considered through the submission of a Noise Impact Assessment. Environmental Health are satisfied the equipment, and associated servicing would not result in any unacceptable noise impacts on nearby occupiers. Prior to the first use of the plant, the noise would be subject to verification testing.

No customers would be attending the site directly to collect food as it would only be staff members and delivery drivers employed by the premises. The frequency of comings and goings is considered to be typical for the nature of the use and would not result in any unacceptable impact in terms of noise disturbance to nearby occupiers.

The type of food associated with the premises is likely to have a high risk of odours. The initial odour assessment confirms there are mitigated measures to control the odours. The exact details

and specific measures are still to be finalised and shall be submitted for approval through condition prior to the first use of the extraction flue.

Highways Impact

The submitted Operational Management Plan indicates that the proposed use as a delivery-only commercial kitchen/dark kitchen that would operate with no customer access and all orders would be managed digitally.

In terms of trip generation, the applicant advises that the proposal would not result in a significant increase in vehicle movements when compared previous use as a café at the site.

All servicing, delivery, and rider collection activity would be accommodated within the site boundary at the forecourt accessible via Fairfield Street. The indicative site layout includes a private parking area with capacity for up to 10 vehicles. This would include staff parking, servicing and drop off/collection bays. It is recommended through condition that demarcated bays are required.

It is therefore considered that there would be no reliance on the nearby highway network and it is anticipated there would be no overspill parking onto surrounding streets. Servicing demand is expected to be approximately 1-2 deliveries per day by small vans.

The operational model avoids external queuing, with riders managed via a digital dispatch system and collections undertaken within the site, ensuring that pedestrian routes and footways remain clear and unobstructed.

Overall, the proposal is considered unlikely to result in a material increase in traffic generation or place additional pressure on the local highway network.

Subject to a planning condition for the operation of the strategy for the lifetime of development, there would not be an unacceptable impact on the highway network, in accordance with Policy DM1.

Recommendation: Approve

Equality Act 2010

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

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan,

the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Article 35 Declaration

Officers have worked with the applicant/agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the application.

Conditions attached to Planning Permission

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

Reason - Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

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

- Operational Management Plan and Waste Management Strategy (Received 22 May 2026)
- Location Plan, Existing and Proposed Site Plans: NP-087-PL-101 Revision C (Received 12 May 2026)
- Proposed Floor Plan with M&E: NP-087-PL-103 Rev B (Received 1 May 2026)
- Existing and Proposed Elevations: NP-087-PL-104 Rev B (Received 1 May 2026)

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) Within 2 months of the date of this permission, the brick infill works as shown on Drawing NP-087-PL-104 Rev B shall be implemented and the materials shall be of a similar appearance and painted to match the exterior of the existing brickwork.

For the avoidance of doubt this refers includes the removal of existing painted breeze block infills and replacement with painted brickwork to match the exterior of existing brickwork.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy and the requirements of the National Planning Policy Framework.

- 4) a) Prior to the installation of the extract flue as shown on a drawing NP-087-PL-104-B and NP-087-PL-103-B (Received 1 May 2026), a scheme for the extraction of any fumes, vapours and odours (including details to confirm the colour of the flue) 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 the first use of the development hereby approved, confirmation shall be submitted for the approval of the City Council as Local Planning Authority that the approved scheme has been implemented.

c) In the event of non-conformity with the details approved in part a of this condition, 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 - 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.

5) a) The internal (where required to extract externally) and externally mounted plant, equipment and servicing to the external plant room shall be installed in accordance with the Noise Impact Assessment: 32081 Revision A, prepared by ACP, Dated January 2026, received by the City Council as Local Planning Authority on 25th March 2026. This demonstrates that the plant hereby approved will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location.

b) Prior to the first use of the extraction flue and associated equipment/servicing hereby approved, a verification report, which will include post-completion testing, shall be submitted to and be approved in writing by the Local Planning Authority to validate that the plant approved can achieve a rating level of 5dB (LAeq) below the typical background (LA90) level 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 first operation of the plant hereby approved.

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.

6) The development hereby approved shall operate in accordance with the Operational Management Plan and Waste Management Strategy Version 2 (Received by the City Council as Local Planning Authority on 22 May 2026) and shall be retained in place for the lifetime of the development.

Reason - To ensure the safe operation of the site in respect to access and deliveries and also adequate refuse arrangement are put in place for the use pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

7) The car parking and delivery driver drop off/collection points shall have demarcated bays in accordance with the details shown on drawing No.NP-087-PL-101 Revision C (Received by the Local Planning Authority on 12 May 2026) and shall be retained and maintained for the lifetime of the development thereafter.

Reason - To ensure the provision of clearly defined car parking spaces and aisles in the interest of the safe operation of the site and the protection of neighbouring amenity in

accordance with Core Strategy Policy DM1, Saved Unitary Development Plan Policy DC26 and the National Planning Policy Framework.

8) The premises shall not be open outside the following hours:

10:00 until 22:00 Monday to Sunday

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

Informative

HS2

Firstly, from comparison of the application red line boundary plan with limits of land subject to formal Safeguarding Directions for Phase 2b of HS2, it is evident that the site is located entirely within HS2 safeguarded land.

Secondly, you will be aware that safeguarding is an established part of the planning process, designed to ensure that land which has been identified for major infrastructure projects is protected from conflicting developments. Further information and guidance for Local Planning Authorities on the process is available online here: <https://www.gov.uk/government/collections/safeguarding-information-and-maps-for-hs2#guidance>.

As you may also have seen, the Government has recently announced its growth strategy for the North, which includes its plans for investment in Northern Powerhouse Rail (NPR). NPR will seek to create a turn up and go railway, improving connections between the key cities along the Northern Growth Corridor: Liverpool, Manchester, Bradford, Leeds, Sheffield and York, with connectivity benefits across the rest of the North. Full information about this announcement can be found at: [Northern Growth Strategy: Case for change - GOV.UK](#)

To support the delivery of the NPR scheme, HS2 Ltd will resume work on the High Speed Rail (Crewe - Manchester) Bill (the 'Bill'). The Bill has been carried over from the last Parliament and will be used to seek powers for the section of route into Manchester via Manchester Airport, which will also include a new station at Manchester Piccadilly.

Using the Bill to support the delivery of NPR makes use of the significant progress already made and you will also see there is reference to a commitment to developing a new rail link between Birmingham and Manchester.

Now, turning to the application proposals, the site falls within land that remains safeguarded for construction/operation of Phase 2b of HS2 and the applicant is advised that a series of highways diversions and closures of Fairfield Street are potentially required for delivery of the HS2 programme in that location. See: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1046566/M31.pdf for further information of the community area collections previously published for the High Speed Rail (Crewe - Manchester) Environmental Statement.

It is also acknowledged that the application proposals are for change of use of an existing building with only relatively minor external alterations required to enable the development. However, as a consequence of the above construction and logistics requirements the property may be subject

to some disruption whilst the road closures and diversions mentioned above are undertaken for enabling utility and construction works.

Accordingly, the applicant is advised that any grant of planning consent and subsequent works to the building may be time limited due to HS2 Ltd's interest in acquiring the land using future Bill/Act powers. If those powers are in line with provisions in the previous HS2 Phase 2a Act then any future replacement or relocation of those works would reflect the current provision, and any additional costs would be the responsibility of the developer.