

Planning

Growth & Development

Delegated officer report for planning application

Application no. 140597/LO/2024

Date registered valid: 23 July 2024

Proposal: Listed Building Consent for the retention of partly installed temporary containment netting to the underside of the train shed at Manchester Piccadilly railway station and installation of additional netting.

Address: Piccadilly Railway Station, Piccadilly Station Approach, Manchester, M1 2BN

Ward(s): Piccadilly Ward

Applicant: Network Rail Infrastructure Ltd

Agent (if any): Mrs Sue Newman Network Rail

Case officer: Danielle Cooper
Tel: 0161 234 1658
Email: danielle.cooper@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 17/09/2024

Application details

Type of application: Listed Building Consent

Development type: Listed building alteration

Date of site visit: 12 August 2024

Standard consultations:

Printed: 2 August 2024 Expired: 23 August 2024

Neighbour notifications

Printed: 5 August 2024 Expired: 27 August 2024

Site notice

Posted: 5 August 2024 Expired: 27 August 2024

Press advert

Published: 13 August 2024 Expired: 3 September 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Grade II

Conservation area: N/A

Tree Preservation Order: N/A

Description of area

The application relates to Piccadilly Train Station, which is bounded by London Road, Fairfield Street, Sheffield Street and Store Street. The station is not location within a conservation area but is Grade II listed. The existing train shed, including the concourses and the offices on London Road and much of the remainder of the undercroft date from 1881 and were refurbished as part of the redevelopment of the station complex in 2002. The remainder of the station was constructed in 2002.

Only the 1881 construction and the adjoining fabric is listed.

The station provides national rail services to stations including London Eston and Birmingham New Street.

Description of development

Listed Building Consent for the retention of partly installed temporary containment netting to the underside of the train shed at Manchester Piccadilly railway station and installation of additional netting for a temporary period of 3 years.

Consultations & Notification Responses

Cadent Gas – No objection

The application was advertised by site notice, the press and neighbour notification letters. No representations have been received.

Policy

The Local planning authority shall exercise its powers under these Regulations in the interests of amenity and public safety, taking into account—

(a) the provisions of the development plan, so far as they are material; and

(b) any other relevant factors.

(2) Without prejudice to the generality of paragraph (1)(b)—

(a) factors relevant to amenity include the general characteristics of the locality, including the presence of any feature of historic, architectural, cultural or similar interest;

(b) factors relevant to public safety include—

(i) the safety of persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);

(ii) whether the display of the advertisement in question is likely to obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air;

(iii) whether the display of the advertisement in question is likely to hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

(3) In taking account of factors relevant to amenity, the local planning authority may, if it thinks fit, disregard any advertisement that is being displayed.

(4) Unless it appears to the local planning authority to be required in the interests of amenity or public safety, an express consent for the display of advertisements shall not contain any limitation or restriction relating to the subject matter, content or design of what is to be displayed.

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

- Policy SP1 – Spatial Principles
- Policy CC9 – Design and Heritage
- Policy EN1 – Design Principles and Strategic Character Areas
- Policy EN3 – Heritage
- Policy DM1 – Development Management

The Unitary Development Plan for Manchester – For the reasons outlined below the following saved UDP Policies are of relevance to this application:

- Policy DC19 – Listed Buildings

Other Material Considerations

National Planning Policy Framework (NPPF)

- Chapter 12 – Achieving well-designed places
- Chapter 16 – Conserving and Enhancing the Historic Environment

Planning (Listed Buildings and Conservation Areas) Act 1990

National Planning Practice Guidance (NPPG)

Places for Everyone

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

The following policies are considered relevant to this application.

Policy JP-P1 (Sustainable Places) aims to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be distinctive, with a clear identity, visually stimulating, socially inclusive, resilient, adaptable, durable, resource efficient, safe, supported by critical infrastructure, functional and convenient, incorporating accessibility, legible easy to move around, well connected, comfortable and inviting, incorporating high quality and well managed green infrastructure and public realm, well served by local shops, services and amenities.

Policy JP-S1 (Sustainable Development) aims to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. Preference will be given to using previously-developed (brownfield) land and vacant buildings to meet development needs. In bringing forward previously developed sites for

development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.

Policy JP-P2 (Heritage) aims to proactively manage and work with partners to positively conserve, sustain and enhance its historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct identity and sense of place. The policy requires development proposals affecting a designated heritage asset (or an archaeological site of national importance) and a conservation area to conserve those elements which contribute to its significance including those identified in any conservation area appraisal as making a positive contribution to the area. Harm to such elements will only be permitted where this is clearly justified and outweighed by the public benefits of the proposal.

Issues

Principle of the development

The LPA consider the proposed netting to be acceptable in principle on the grounds of public safety provided as a result of failing glass to the station's superstructure.

Impact on the heritage asset

The applicant proposes to install a temporary air permeable white netting directly below the existing glazing, attached to the roof trusses of the roof/shed. The netting will provide an extra layer of protection due to failing glass. The proposed netting will be fixed by stainless steel clip ties to the purlins and trusses of the roof structure. The netting includes a red line which will be lined up where possible with the existing metal trusses/purlins to minimise its visibility. The choice of white netting was done to minimise its visual appearance against the listed asset as well as not impact the lighting levels through the existing glazing.

The LPA therefore consider the proposed works to cause a low level of less than substantial harm to the Grade II listed asset, with adverse impact on its appreciation and architectural interest. However, the harm justified on the grounds of an imminent health & safety hazard due to failing glass to the station's superstructure. Due to the ties being proposed instead of mechanical fixings, the works would be reversible. This public benefit is considered to outweigh the harm in this instance.

The LPA consider the proposed netting to be acceptable given its temporary nature for a maximum period of 3 years. This will allow network rail to attain a long-term solution to the failing glazing to be developed.

Conclusion

In view of the above, although the proposal results in a degree of harm to the Grade II listed asset, the harm is considered less than substantial as the netting will provide public safety to pedestrians at Piccadilly Train Station. The development is therefore in accordance with policies SP1, CC9, EN1, EN3 and DM1 of the Manchester Core Strategy, saved UDP policy DC19, Places for Everyone Plan policy JP-P2, and the guidance within the National Planning Policy Framework and the Planning (Listed Buildings and Conservation Areas) Act 1990.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant/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) a) The permission hereby granted is for a limited period of 3 years expiring on 17th September 2027.

b) On the date of the expiry of the express consent period on 17th September 2025 or earlier (see a); the netting and all associated development shall be removed within 1 month of the expiry consent date and the historic fabric of the building shall be restored to its original appearance.

Reason - The use hereby approved is of a temporary nature only and pursuant to Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2) The development hereby approved shall be operated in accordance with the following plans and documents:

The drawings referenced:

- o The Location Plan (Received 23/07/2024)
- o Air Permeable Containment Sheeting and Cable Tie Details, Ref: TC0079-AMD-03-01-DR-C-0001 C01 (Received 23/07/2024)
- o Air Permeable Sheeting Arrangement Plan, Ref: TC0079-AMD-03-01-DR-C-0002 C01 (Received 23/07/2024)
- o Air Permeable Sheeting Extents – Elevations, Ref: TC0079-AMD-03-01-DR-C-0003 C01 (Received 23/07/2024)
- o Supporting Information – FRA DEBRIS NETTING (Received 23/07/2024)

Reason - Pursuant to Core Strategy Policies SP1, CC1, CC4, CC9 and EN3 and DM1 and saved UDP policies DC18.1 and DC26.

Informative

Noise attenuation assessment to be noted for awareness if habitable buildings in close proximity near to the AGI.

Appendix 1 – List of consultees & neighbours notified

Heritage & Urban Design

Fifth Floor, 3 Piccadilly Place, Manchester, M1 3BN
Unit 16, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
82 London Road, Manchester, M1 2PN
Unit 9, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Unit 1, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
6 - 7 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
Fifth Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Ground Floor Room G47, Rail House, Store Street, Manchester, M1 2RP
Rail House, Store Street, Manchester, M1 2RP
Unit 11, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Ninth Floor, Rail House, Store Street, Manchester, M1 2RP
Marks And Spencer Simply Food, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
First Floor, 3 Piccadilly Place, Manchester, M1 3BN
Mayfield Storage, Fairfield Street, Manchester, M1 2QF
Second Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Arch 12, Sheffield Street, Manchester, M1 2ND
Arch 4, Sheffield Street, Manchester, M1 2ND
Arch 8, Sheffield Street, Manchester, M1 2ND
Arch 7, Sheffield Street, Manchester, M1 2ND
38 London Road, Manchester, M1 2PF
Unit 13, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Ground Floor, Rail House, Store Street, Manchester, M1 2RP
Booth Fairfield Street Entrance, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Booth Platform 10, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Yo Sushi, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
17 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
Eighth Floor, 3 Piccadilly Place, Manchester, M1 3BN
The Co-operative Food, 11 - 15 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
Flat Above, Star And Garter, 18 - 20 Fairfield Street, Manchester, M1 2QF
Unit 11B, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Unit 11A, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
City Inn, 1 Piccadilly Place, Manchester, M1 3DG
Sixth Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Arch 11, Sheffield Street, Manchester, M1 2ND
Arch 1, Sheffield Street, Manchester, M1 2ND
Unit 24, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Piccadilly Gate, Store Street, Manchester, M1 2WD
Ground Floor Room G45, Rail House, Store Street, Manchester, M1 2RP
Ground Floor Room G41, Rail House, Store Street, Manchester, M1 2RP

Unit 10, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Unit 14, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Second Floor, 3 Piccadilly Place, Manchester, M1 3BN
Costa Coffee, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
8A Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
ACAS, Third Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Mayfield Storage And Distribution, Temperance Street, Manchester, M12 6HW
Arch 9, Sheffield Street, Manchester, M1 2ND
Arch 3, Sheffield Street, Manchester, M1 2ND
Unit 6, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Ground Floor Canteen, Rail House, Store Street, Manchester, M1 2RP
Seventh Floor And Eighth Floor, Rail House, Store Street, Manchester, M1 2RP
Coffee Kiosk Fairfield Street Entrance, Piccadilly Station, Piccadilly Station Approach,
Manchester, M1 2BN
Unit 17, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Bread Box Kiosk, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Fire Brigade Buildings, 50 London Road, Manchester, M1 2PH
Unit 2, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
3 Piccadilly Place, Manchester, M1 3BN
Eighth Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Ground Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Arch 14, Sheffield Street, Manchester, M1 2ND
Ground Floor Rooms G51a G51 And G52, Rail House, Store Street, Manchester, M1 2RP
Unit 22, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Unit 20, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Offices, Tower Block, Piccadilly Station Approach, Manchester, M1 2BP
Unit 3, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Unit 5, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Unit 7, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
8 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
Fourth Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Ninth Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Arch 13, Sheffield Street, Manchester, M1 2ND
Arch 10, Sheffield Street, Manchester, M1 2ND
Unit 12, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Unit 25, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
KFC, Unit 23, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
WHSmith, Kiosk Fairfield Street Entrance, Piccadilly Station, Piccadilly Station Approach,
Manchester, M1 2BN
Krispy Kreme, Unit 13A, Piccadilly Station, Piccadilly Station Approach, Manchester, M1
2BN
Sixth And Seventh Floor, 3 Piccadilly Place, Manchester, M1 3BN
Staycity Manchester, 8B Gateway House, Piccadilly Station Approach, Manchester, M1
2GH
Star And Garter, 18 - 20 Fairfield Street, Manchester, M1 2QF
10 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH

OLIVER BONAS, Unit 15, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Ground Floor Rooms G47c-G47e And G48-G48a, Rail House, Store Street, Manchester, M1 2RP
34 London Road, Manchester, M1 2PF
Flat At, 38 London Road, Manchester, M1 2PF
Eleventh Floor, 3 Piccadilly Place, Manchester, M1 3BN
Fourth Floor, 3 Piccadilly Place, Manchester, M1 3BN
Third Floor, 3 Piccadilly Place, Manchester, M1 3BN
DODDLE, Unit 26, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2DT
WHSmith, Unit 4, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
2 Piccadilly Place, Manchester, M1 3BN
9 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
16 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
First Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Seventh Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Arch 2, Sheffield Street, Manchester, M1 2ND
Arch 5, Sheffield Street, Manchester, M1 2ND
Arch 6, Sheffield Street, Manchester, M1 2ND
Unit 8, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN
Unit 21, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN

Appendix 2 – Planning constraints

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