



***DESIGN, ACCESS, AND HERITAGE STATEMENT IN SUPPORT OF  
INFRASTRUCTURE UPGRADING WORKS AT MANCHESTER  
PICCADILLY STATION, MANCHESTER M1 2WD .***

*24th February 2026*



# Section 1: Introduction

1.1 This Design, Access and Heritage Statement has been prepared in support of an application for Listed Building Consent (hereafter 'LBC') for the following works at Manchester Piccadilly Station, M1 2WD:

- Strip out of existing boiler room;
- Installation of 5no. Air Source Heat Pumps ("ASHP");
- Installation of associated ducting and cabling;
- Installation of a package substation; and
- Installation of 14no. lights.

The existing station has a Grade II listed status. The heritage asset subject to this LBC application is formally known as:

- **Train shed and undercroft at Manchester Piccadilly Station**– list entry number 1283014 (Grade II) (X = 384852, Y = 397844)

1.2 A map indicating the location and extent of the listing is included at **Appendix 1**.

1.3 **Figure 1** below shows the broad location of the works subject to this LBC application. Further detail describing the proposed works is set out in Section 3 of this Statement and on the drawings submitted with this application.

1.4 This application for Listed Building Consent has been submitted to Manchester City Council for determination.

**Figure 1 Overview of Broad Location of Works / Location Plan**



1.5 This Statement is structured as follows:

- **Section 1:** Introduction – sets out the purpose and scope of the Design, Access, and Heritage Statement;
- **Section 2:** Site Location and Description – describes the site and the surrounding area and provides a summary of relevant planning history;
- **Section 3:** The Proposed Works – provides a description of the proposals and an explanation of their need and justification;
- **Section 4:** Legislative and Planning Policy Context – explains the relevant legislative, and national and local planning policy context and other guidance relevant to the proposed works;
- **Section 5:** Assessment of Heritage Significance and Impact; and
- **Section 6:** Summary and Conclusions.

1.6 A list of the various plans and drawings provided as part of this application for Listed Building Consent is included at **Appendix 2** of this Statement.

- 1.7 Given the nature of the proposals, which relate to the upgrading of infrastructure, the works are considered permitted development under Schedule 2, Part 8 (Transport Related Development), Class A (Railway or Light Railway Undertakings) of the Town and County Planning (General Permitted Development) Order 2015 (the “GPDO”).
- 1.8 This Permitted Development right allows for the following development without the need to apply to the local planning authority (LPA) for permission:
- ‘Development by railway undertakers on their operational land, required in connection with movement of traffic by rail.’*
- 1.9 Consequently, whilst Listed Building Consent is required for the works, planning permission or similar is not required in this instance as the works falls within the provisions of Schedule 2, Part 8, Class A of the GPDO.

## Section 2: Site Location and Description

- 2.1 The existing station and undercroft (identified in Section 1) subject to this Listed Building Consent application is located within the Manchester City Ring Road and City Centre boundary. The site sits along Sheffield Street and the nearest connecting station is Ardwick Train Station approximately 1.4km southeast.
- 2.2 Manchester Piccadilly has operated as a railway station site since 1840, although the name dates from 1960. The first permanent station opened in 1842 on the site of the present complex and became a joint station shortly afterwards, with further expansion in the 1840s including a through platform and viaduct. Renamed London Road in 1847, the station quickly established itself as a major rail terminus serving Manchester's growing industrial economy.
- 2.3 Between 1862 and 1866, overcrowding prompted the construction of a much larger station on the same site, featuring a new concourse and a long iron-and-glass train shed divided between the two operating companies. Beneath the passenger platforms, a substantial undercroft was developed for goods handling, incorporating sidings, storage areas and hydraulic hoists. Further enlargement followed in the early 1880s, when the train shed was extended and an island platform was added over Fairfield Street, strengthening the station's capacity and connectivity.
- 2.4 Extensive modernisation occurred between 1958 and 1966, replacing the Victorian entrance with a new concourse and office tower while retaining the historic train shed; the station was renamed Manchester Piccadilly in 1960. Later changes included the introduction of the Metrolink terminus, refurbishment of the train shed roof, and a major redevelopment between 1998 and 2002 that delivered today's concourse, retail facilities and improved access.
- 2.5 Full details of the listing entry for the existing station (list entry number 1283014) are included at **Appendix 3**.
- 2.6 For avoidance of doubt, the works proposed as part of this application solely relate to the undercroft referred to above. No works are proposed to the public areas of the existing station.
- 2.7 We have carried out a planning history search of the station using Manchester City Council's online planning records. There are no planning applications pending determination which relate to the undercroft.

- 2.8 A historic listed building consent has been identified from 2000 associated with the undercroft (application ref: 058859/LO/CITY3/00). This consisted of cleaning of brickwork to the undercroft and general re-arrangements to existing car parking within part of undercroft.

## Section 3: The Proposed Works

### *The Proposed Works*

- 3.1 The description of development is as follows:

*“Listed Building Consent for the instillation of 5no. air source heat pumps, 1no. package substation and associated works at Manchester Piccadilly Railway Station, M1 2WD.”*

- 3.2 The proposed works are to be entirely located within the undercroft area of Manchester Piccadilly Station and specifically comprise the following:

- Strip out of existing boiler room;
- Installation of 5no. Air Source Heat Pumps (“ASHP”);
- Installation of associated ducting and cabling;
- Installation of a package substation; and
- Installation of 14no. lights.

- 3.3 More detail of the proposed works can be found in the technical documents accompanying this application. However, for ease of reference, this section of the document will outline each of the above works in turn, below:

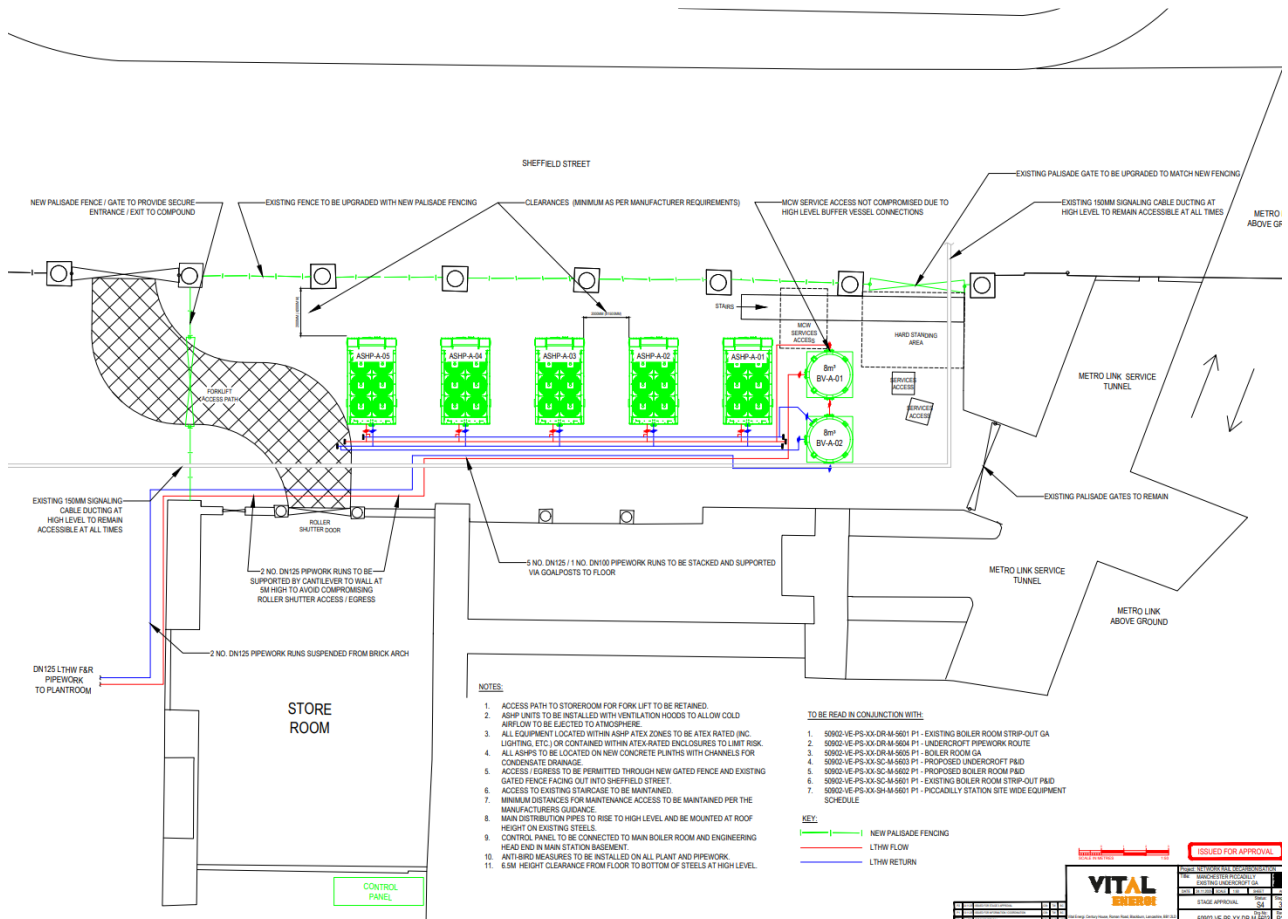
### *Strip Out of Existing Boiler Room*

- 3.4 To facilitate the installation of the proposed ASHPs and associated infrastructure, the existing boiler room located adjacent to Sheffield Street will be stripped out.
- 3.5 The removal of the existing utility infrastructure will be undertaken in a careful and respectful manner, ensuring that the historic fabric of the undercroft is retained and protected throughout the works.
- 3.6 Within the exiting boiler room, a pressurisation unit, distribution pump skid, expansion / buffer vessel and side stream filter will be installed. These units facilitate the operation of the ASHPs.
- 3.7 At present, only one of the two gas boilers within the boiler room remains operational, with the remaining boiler exhibiting signs of failure due to reaching the end of its serviceable life. As such, the installation of the proposed ASHPs is essential to secure a reliable and resilient heating solution and to ensure the continued functionality of the existing station.

### Instillation of 5no. ASHPs

- 3.8 As previously mentioned, the proposed works comprise instillation of 5no. 150KW ASHP within the undercroft area of Manchester Piccadilly Railway Station, adjacent to Sheffield Street.
- 3.9 Figure 1 below shows the proposed location and layout of the ASHPs:

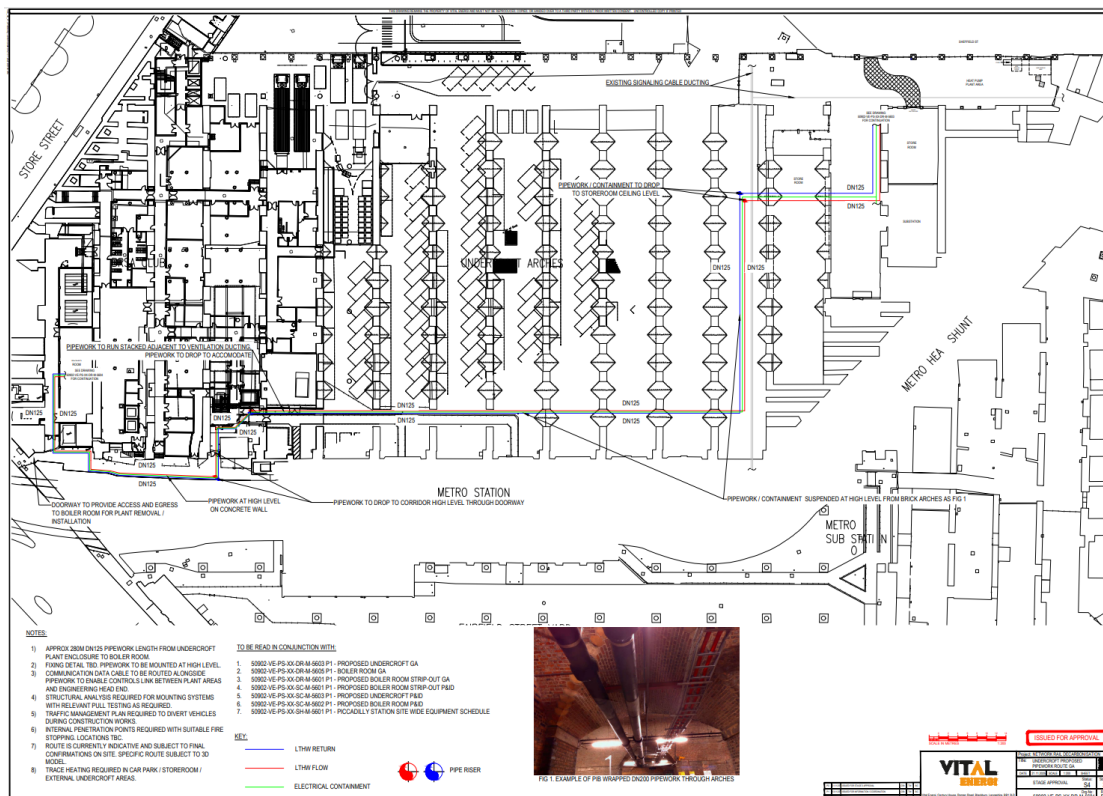
**Figure 1 – Proposed ASHPs (Source: Vital Energi)**



- 3.10 The proposed ASHPs will be located partly outside the undercroft, however will be effectively screened through upgrading the existing palisade fencing adjacent to Sheffield Street.
- 3.11 The structural limitations of the existing undercroft floor mandate the installation of permanent fixtures, specifically concrete slabs, to adequately support the ASHPs. Considering the undercroft's current designation as a boiler room and its pre-existing array of fittings, these proposed fixtures are not expected to result in a material impact on the space.

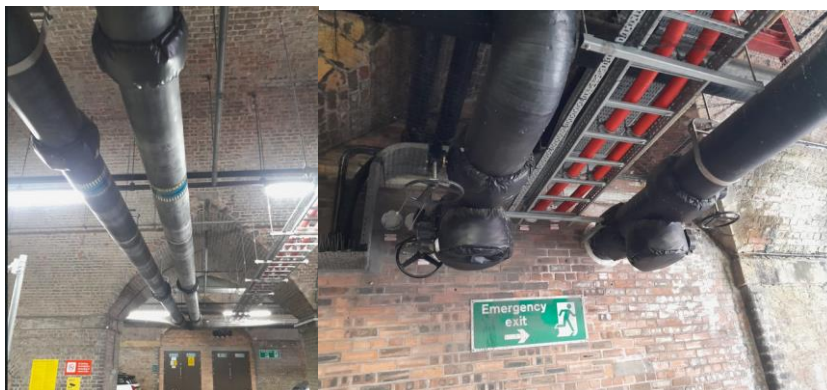
### Instillation of Associated Pipework and Cabling

- 3.12 In order to facilitate the operation of the proposed ASHPs, pipework and cabling is to be installed within the undercroft. Please see below the proposed location for the pipework:

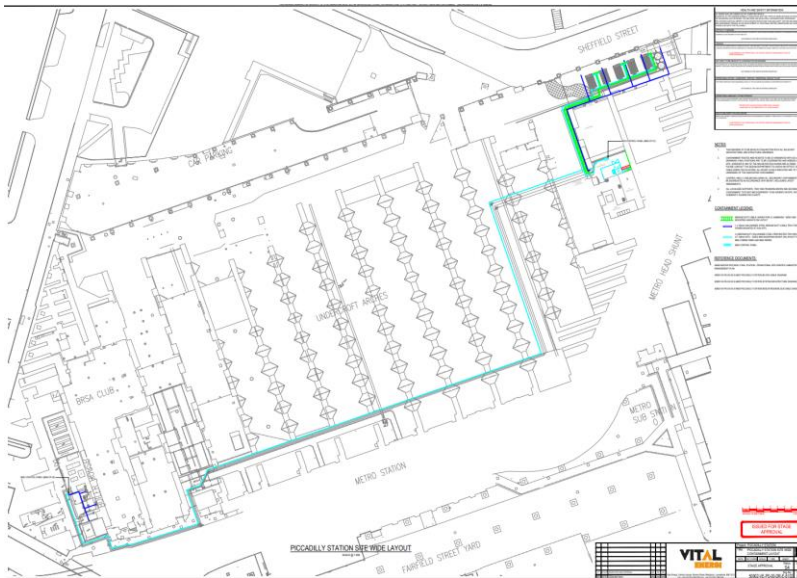
**Figure 2 – Proposed Ducting Location (Source: Vital Energi)**

3.13 The proposed, pipework will run between the carpark arches within the undercroft, and fixed to the ceilings.

3.14 Network Rail have also provided images of example similar pipe work in situ at other locations, this has been extracted below and accompanies the submission:

**Figure 3 – Existing Ducting in Other Locations (Source: Network Rail)**

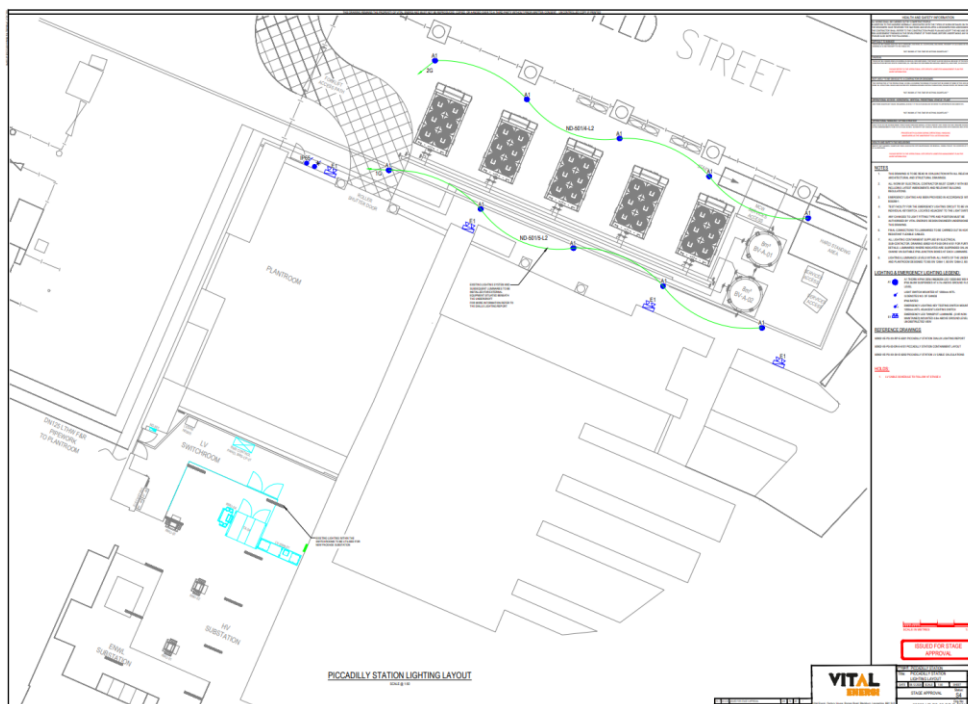
3.15 Moreover, additional cabling is to be installed within the undercroft to facilitate the proposed new infrastructure, the location of which can be seen below:

**Figure 4 – Proposed Cabling (Source: Vital Energi)**

### *Instillation of 14no. Lights*

3.16 The proposal also includes for the installation of 14no. lights within the undercroft, specifically within the existing boiler room where the ASHPs are to be located.

3.17 The proposed location of the lighting can be seen below:

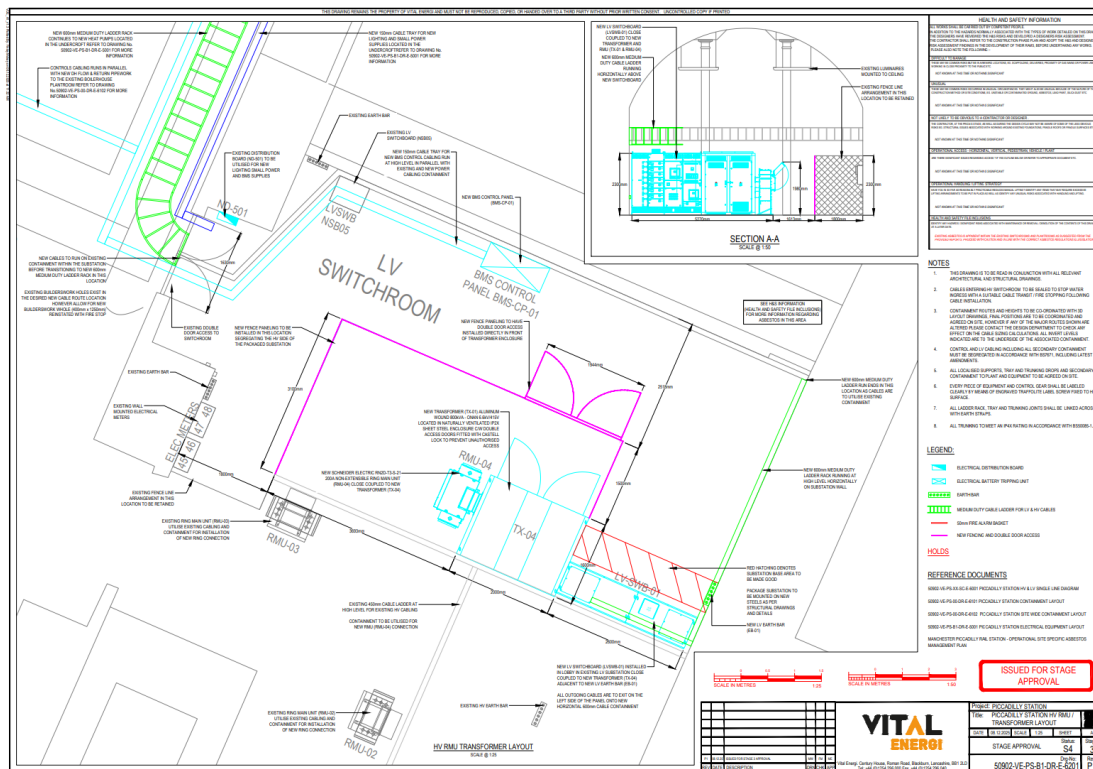
**Figure 6 – Proposed lighting (annotated dark blue) (Source: Vital Energi)**

- 3.18 The purpose of the lighting is to ensure there is appropriate lighting surrounding the ASHPs for safety reasons when maintenance is required. For further technical information regarding the proposed lighting please refer to the supporting Lighting Report prepared by Dialux.

### Instillation of Package Substation

- 3.19 The application proposals also intend on installing a package substation within the undercroft. The specifications of which can be found in the accompanying Vital Energi Technical documents.
- 3.20 The substation will be contained within an enclosure constructed from steel sheets. The enclosure will be suitable for connection and accessible for any maintenance without the need for tools.
- 3.21 The location of the proposed substation and associated electrical equipment has been extracted below:

**Figure 6 – Proposed Substation (Source: Vital Energi)**



- 3.22 Similar to the ASHPs, the proposed package substation will also require some permanent fixings in order to facilitate its use. Notwithstanding this, and as previously mentioned, the existing undercroft already contains a significant amount of infrastructure to facilitate the station above. Therefore, alterations to this existing arrangement are not considered to materially adversely affect the heritage asset.

## Purpose of Works

3.23 The purpose of the works is summarised below:

- **Decarbonisation** – The installation of ASHPs will assist Network Rail in achieving their nationwide goal of decarbonisation. Also, this project will be part of the government’s overall commitment of their carbon reduction; and
- **Upgrading out-dated infrastructure** – Some of the existing infrastructure within undercroft is failing and in need of modernisation. The works are, therefore, essential in order to ensure appropriate functionality of the station.
- **Clean Air** – The works will reduce the release of noxious gases within the city centre due to stopping the use of gas. This will help with Andy Burnham’s commitment and the Manchester City clean air act.

3.24 The works seek to facilitate Network Rail’s objective to replace and upgrade the deteriorating elements of the existing infrastructure with the undercroft area and improve sustainability, meeting decarbonisation objectives.

3.25 It is also worth noting the project is time bound and is required to be complete by March 2027 as part of the central government’s funding rules.

# Section 4: Legislative and Planning Policy Context

## Overview

4.1 At the national level, the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties to be followed by the local planning authority when assessing applications for planning permission and applications for listed building consent. Chapter 16 of the National Planning Policy Framework (“NPPF”) sets out national planning policies relating to the conservation and enhancement of the historic environment.

4.2 At the local level, the site falls within the administrative area of Manchester. The relevant adopted Development Plan for the application area comprises the following document:

- Places for Everyone Joint Development Plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039; and

- Core Strategy (including Addendum to Core Strategy).

4.3 Work on a new Local Plan for Manchester is underway. The latest consultation for the Regulation 18 ran in November 2025.

4.4 Historic England has also issued guidance on various topics, including in relation to railway infrastructure.

### *The Planning (Listed Buildings and Conservation Areas) Act 1990*

4.5 This Act incorporates several ‘statutory duties’ for decision-makers, when assessing applications for planning permission and Listed Building Consent. These duties include:

*“S. 16 (2): In considering whether to grant Listed Building Consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural interest which it possesses.”*

*“S. 66: In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State 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.”*

*“S. 72 (1) In the exercise, with respect to any buildings or other land in a conservation area, of any powers under any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.”*

4.6 Case law has determined that ‘preserve’ in the above context means ‘to do no harm’. Case law has also clarified that:

- There is a need to give considerable importance and weight to preserving listed buildings and their settings but the presumption ‘to preserve’ can be outweighed by material considerations where these are strong enough to do so; and
- Where a decision maker has followed the process set out in the NPPF, in respect to weighing harm and benefits, they can reasonably be expected to have complied with the [‘statutory duties’] of the Act.

## *National Planning Policy Framework*

- 4.7 The current version of the NPPF was issued in December 2024.
- 4.8 NPPF Chapter 16 deals with conserving and enhancing the historic environment. It requires that the nature, extent, and importance of the significance of a heritage asset be assessed. In determining applications, paragraph 207 identifies that local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting; and that 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.
- 4.9 Paragraph 208 goes on to state that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset), taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
- 4.10 In determining applications, Paragraph 210 requires LPAs to take account of (inter alia):
- a) 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.*
- 4.11 When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance, although the more important the asset, the greater the weight should be (paragraph 212).
- 4.12 Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or if the four circumstances listed in NPPF paragraph 214 apply.

4.13 Paragraph 215 requires that in circumstances that would lead to less than substantial harm to a designated heritage asset, the harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use.

## *Places for Everyone Joint Development Plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039 (2024)*

### **Policy JP-P2: Heritage**

4.14 Policy JP-P2 concerns heritage and states that opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets. Development affecting heritage assets will be required to have regard to national policy. The Policy outlines that the Council's will work with partners to positively conserve, sustain and enhance the historic environment.

4.15 The policy goes on to state positive management and integration of heritage can be achieved by:

*"4) Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and*

*5) Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer."*

4.16 This is directly what the proposals are seeking to achieve as part of Network Rail's ambition to decarbonise their assets across the country. Moreover, the works will ensure the longevity of the existing asset through upgrading out-dated infrastructure which will enhance the asset and bring it to modern standards, supporting the continued operation of the station.

4.17 The proposed works will reduce the likelihood of further future more invasive interventions and ensure the safety of Network Rail maintenance operatives.

### **Policy JP-Strat 14: A Sustainable and Integrated Transport Network**

4.18 Policy JP-Strat 14 concerns sustainable transport networks. The Policy identifies that the public transport network will be improved so that half of all daily trips can be made via public transport, cycling and walking. The Policy identifies that a programme of investment into the transport network will facilitate this.

4.19 This Policy supports investment into sustainable modes of travel within the authority area. The proposed works will ensure the ongoing ability of Network Rail to operate trains in the area which will support the aims of Policy JP-Strat 14.

4.20 Through the incorporation of ASHPs the proposals will also assist in decarbonising the existing station making transport via rail more sustainable, assisting the Council in achieving the goals of Policy JP-Strat 14.

### *Core Strategy (originally published 2012, now including 2024 Addendum)*

#### **Policy T1: Sustainable Transport**

4.21 Policy T1 supports the provision of sustainable high-quality transport which encourages modal shift away from the car.

4.22 Policy T1 outlines the Council will support proposals that develop options alternate to the car, promote regeneration and economic vitality by relieving congestion and improving access to jobs and services.

4.23 The proposed works will ensure the ongoing ability of Network Rail to operate trains in the area which will support the aims of Policy T1.

4.24 Furthermore, the inclusion of ASHPs will assist in decarbonising the existing station, creating a more sustainable transport option for patrons, directly assisting in the goals of Policy T1.

#### **Policy EN3: Heritage**

4.25 Policy EN3 concerns heritage and outlines that development should support the Council in preserving or where possible enhancing the historic environment. This policy supports the conservation and enhancement of identified heritage assets within the authority area. This development is compliant with Policy EN3 as it will ensure the longevity and sustainability of the existing station, through bringing it up to modern efficiency standards.

### *Historic England- Conservation Principles, Policies and Guidance (2008)*

4.26 This outlines the following Conservation Principles to provide a comprehensive framework for the sustainable management of the historic environment:

- **Principle 1:** The historic environment is a shared resource.
- **Principle 2:** Everyone should be able to participate in sustaining the historic environment.
- **Principle 3:** Understanding the significance of places is vital.
- **Principle 4:** Significant places should be managed to sustain their values.

- **Principle 5:** Decisions about change must be reasonable, transparent, and consistent.
- **Principle 6:** Documenting and learning from decisions is essential.

4.27 Conservation is defined as the process of managing change to a significant place in ways that will best sustain its heritage values, whilst recognising opportunities to reveal or reinforces those values for present and future generations.

4.28 Heritage values can be summarised as follows:

- **Evidential value** – the potential of a place to yield evidence about past human activity (i.e., archaeological interest).
- **Historical value** – the ways in which past people, events and aspects of life are connected through a place.
- **Aesthetic value** – the ways in which people draw sensory and intellectual stimulation from a place (i.e., architectural, and artistic interest).
- **Communal value** – the meanings of a place for the people that relate to it.

4.29 The guidance further outlines that new works or alterations to a significant place should normally be acceptable where:

- There is sufficient information comprehensively to understand the impacts of the proposal on the significance of the place;
- The proposal would not materially harm the values of the place, which, where appropriate, would be reinforced or further revealed;
- The proposals aspire to a quality of design and execution which may be valued now and in the future; and
- The long-term consequences of the proposals can, from experience, be demonstrated to be beginning or the proposals are designed not to prejudice alternative solutions in the future.

### *Historic England – Making changes to Heritage Assets. Advice Note 2. (2016)*

4.30 The purpose of this Advice Note is to provide information on repair, restoration, addition, and alteration works to heritage assets to assist local authorities, owners, applicants, and other interested parties in implementing historic environment legislation, heritage policies in the National Planning Policy Framework (“NPPF”) and the related guidance given in the Planning Practice Guidance (“PPG”).

### *Historic England - Infrastructure: Transport Listing Selection Guide' (2017)*

4.31 This Guide is of relevance when assessing the historic value associated with railway infrastructure. It sets out four 'ages' of railway construction which, in general descending importance, is as below:

- The pioneering first phase, 1825–41;
- The heroic age, 1841–50;
- The third phase 1850s–1870s, the consolidation of the network; and
- The fourth period, up to 1914, the completion of the network.

### *National Rail – Heritage: Care and Development (December 2020)*

4.32 In 2020 National Rail published a practical guide to how best to maintain their historic and architecturally important operational infrastructure. This includes guidance on design considerations and ensuring the care and long-term maintenance of heritage assets.

## Section 5: Statement of Significance and Impact

5.1 In line with Policy JP-P2 (Heritage) and The National Planning Policy Framework (December 2024), all development proposals affecting heritage assets must be accompanied by a Statement of Significance and Impact. This statement should address the specific requirements set out in Policy JP-P2 and clearly demonstrate the justification for any proposed development involving a heritage asset.

### *Significance of the Heritage Asset*

5.2 To assess the heritage significance of the Grade II Listed Station / undercroft, in accordance with the provisions of the NPPF, it is important to make reference to heritage values as defined in the Historic England document Conservation Principles, Policies and Guidelines, which can be summarised as follows:

- **Evidential value** – the potential of a place to yield evidence about past human activity (i.e., archaeological interest).
- **Historical value** – the ways in which past people, events and aspects of life are connected through a place.
- **Aesthetic value** – the ways in which people draw sensory and intellectual stimulation from a place (i.e., architectural, and artistic interest).
- **Communal value** – the meanings of a place for the people that relate to it.

5.3 Having regard to the above, the existing station and undercroft it can be said to provide some **evidential value** due to its potential to yield insight into past human activity from ‘The Pioneering First Phase’ (1825-1841), at the time the station was first in operation (believed to have started in 1840). This may be particularly in relation to the development of railway infrastructure and transportation networks. Construction methods, materials and design features that reflect the engineering practices and technological capabilities of ‘The Pioneering First Phase’ (1825-1841) are also present.

5.4 The asset can be said to possess some **historical value** as it reflects a link the development of the railway network and the broader heritage of the area.

5.5 Manchester Piccadilly has operated as a railway station site since 1840, with the first permanent station opening in 1842 and rapidly developing into Manchester’s principal rail terminus under the

name London Road from 1847. Major expansion between 1862 and 1866 introduced a large iron-and-glass train shed, new concourse and an extensive undercroft for goods handling, followed by further capacity improvements in the early 1880s. Significant modernisation between 1958 and 1966 retained the historic train shed but replaced the Victorian frontage, and the station was renamed Manchester Piccadilly in 1960; later additions, including the Metrolink terminus and a major 1998–2002 redevelopment, shaped the present-day station.

- 5.6 The asset illustrates the expansion of transport infrastructure during a period of profound economic and social change, originating in the ‘Pioneering First Phase’ (1825–1841) and continuing to evolve through subsequent phases of railway development up-to the present day, reflecting its long-term functional and historical significance.
- 5.7 The station and undercroft can be said to hold some **communal value**, through its long-term role in facilitating the users of the Manchester Piccadilly railway line, contributing towards the daily lives and shared experiences of passengers on the railway network.

### *Asset and Setting impacts of Proposed Development*

#### ***The Proposed Works***

- 5.8 As noted at Section 3 of this Statement, the following works are proposed:

#### **Strip out of existing boiler room**

- In order to facilitate the instillation of the ASHPs and associated infrastructure, the existing boiler room is to be stripped out. The existing boiler room is considered to be of negligible heritage significance on the wider asset given it is not an original feature and, therefore, its removal will have no impact.

#### **Instillation of 5no. ASHPs**

- Network Rail are intending on installing 5no. ASHPs in the undercroft area below a car park adjacent to Sheffield Street. As part of these works, existing fencing—which already screens this part of the station—is proposed to be upgraded to new palisade fencing. The improved fencing will help to screen the equipment from the public realm, ensuring the ASHPs remain visible only to authorised personnel. The installation of the ASHPs is not considered to result in any material harm to the significance of the heritage asset. As this area of the station is already not perceptible from public viewpoints, the proposals will have no adverse impact on public appreciation or understanding of the heritage asset.

### **Installation of ducting and cabling**

- In order to facilitate the proposed works, associated ducting and cabling is to be installed throughout the undercroft. Similar to the above works this is considered to have minimal impact on the setting of the heritage asset, which will almost entirely be contained internally away from public view and seen in the context of significant other similar infrastructure at the station. The small amount of exterior ducting to connect to the ASHPs will be effectively screened by the proposed Palisade fencing.

### **Installation of 14no. Lights**

- In order to ensure safety requirements are being met, 14no. lights are to be installed amongst the ASHPs. These are considered to be materially minor additions which will have no adverse effect on the setting of the heritage asset, rather they are an essential safety requirement in order to allow for on-going maintenance.

### **Installation of Package Substation**

- Network Rail proposes to install a package substation within the undercroft to support the improvement and modernisation of the station's overall infrastructure. As outlined previously, this part of the undercroft is not generally visible from the public realm and therefore will have no impact on the public's experience or enjoyment of the heritage asset. Furthermore, the undercroft is already characterised by extensive infrastructure serving the station above, and as such, the introduction of the proposed substation will not result in any material impact on the setting or significance of the heritage asset.

## *Justification of Proposals and Public Benefit*

- 5.9 The primary aim of the proposed works is to support Network Rail's programme for the decarbonisation of railway stations across the country and assist in the governments overall commitment to reduce carbon emissions. The installation of five ASHPs will enhance the environmental performance of the station by reducing reliance on fossil fuels and improving energy efficiency, thereby contributing to a more sustainable transport network and improved passenger experience in accordance with adopted Policy T1 (Sustainable Transport).
- 5.10 Moreover, the proposed works will reduce the release of noxious gases within the city centre due to stopping the use of gas. This will help with Andy Burnhams commitment to reduce the use of gasses and the Manchester City clean air act.

- 5.11 The proposed works are considered to comply with adopted Policy JP-P2 (Heritage), which recognises that the positive management and continued use of heritage assets can include opportunities to reduce greenhouse gas emissions. In this regard, the proposals demonstrate how sensitive and carefully designed interventions to historic buildings can support sustainability objectives without undermining heritage significance.
- 5.12 At this time only one of the two gas boilers within the boiler room are currently in operation, and the remaining operational boiler is demonstrating signs of failure due to nearing its end of life. These improvements are essential works and will support the long-term operational functionality of the station, ensuring its continued viability as a key component of the Manchester Piccadilly line through the provision of enhanced and resilient infrastructure. The works deliver a further significant public benefit by supporting a reliable, efficient and sustainable transport network, consistent with the objectives of adopted Policy T1 (Sustainable Transport). It is worth noting the project is time bound and is required to be complete by March 2027 as part of the central governments funding rules.
- 5.13 In addition to the above, the remaining infrastructure works (including the substation) will support the effective day-to-day operation of the station and enable the functioning of the ASHPs. Collectively, these works deliver clear public benefits by ensuring the station can operate efficiently and reliably, thereby assisting in the smooth daily travel of passengers.
- 5.14 It is also noted the majority of the proposed works are entirely contained within the undercroft of Manchester Piccadilly Station, an area effectively removed from public view and accessible only to authorised personnel. As such, the proposals would result in no change to the station's external appearance or its principal historic spaces.
- 5.15 It is recognised the ASHPs will be partly externally located adjacent to Sheffield Street, they will be effectively screened through the use of new Palisade fencing. This will limit / prevent any public views onto the ASHPs and minimise any adverse impacts caused by the application proposals on the heritage asset.
- 5.16 Accordingly, the existing architectural character of Manchester Piccadilly Station will be preserved, with the works limited to the non-publicly accessible undercroft.
- 5.17 Whilst it is acknowledged that the undercroft forms part of the Grade II listed designation of Manchester Piccadilly Station, it is characterised by a utilitarian appearance and the presence of modern operational infrastructure, including ducting, ventilation and service installations required for the station's ongoing function. In this context, the proposed works would not materially alter the

existing character or appearance of the undercroft and would sit comfortably alongside established infrastructure. As a result, the proposals would give rise to no more than minimal impact on the significance of the listed asset and would cause little, if any, harm to the undercroft.

5.18 Any impact on the significance of the designated heritage asset would therefore be, at most, less than substantial harm, as defined by the National Planning Policy Framework (NPPF). In accordance with the NPPF, such harm must be weighed against the public benefits of the proposal, which in this instance include the reduction of greenhouse gas emissions, improved energy efficiency, and the long-term sustainable use of the station. These benefits are considered to clearly outweigh the limited and contained level of harm identified.

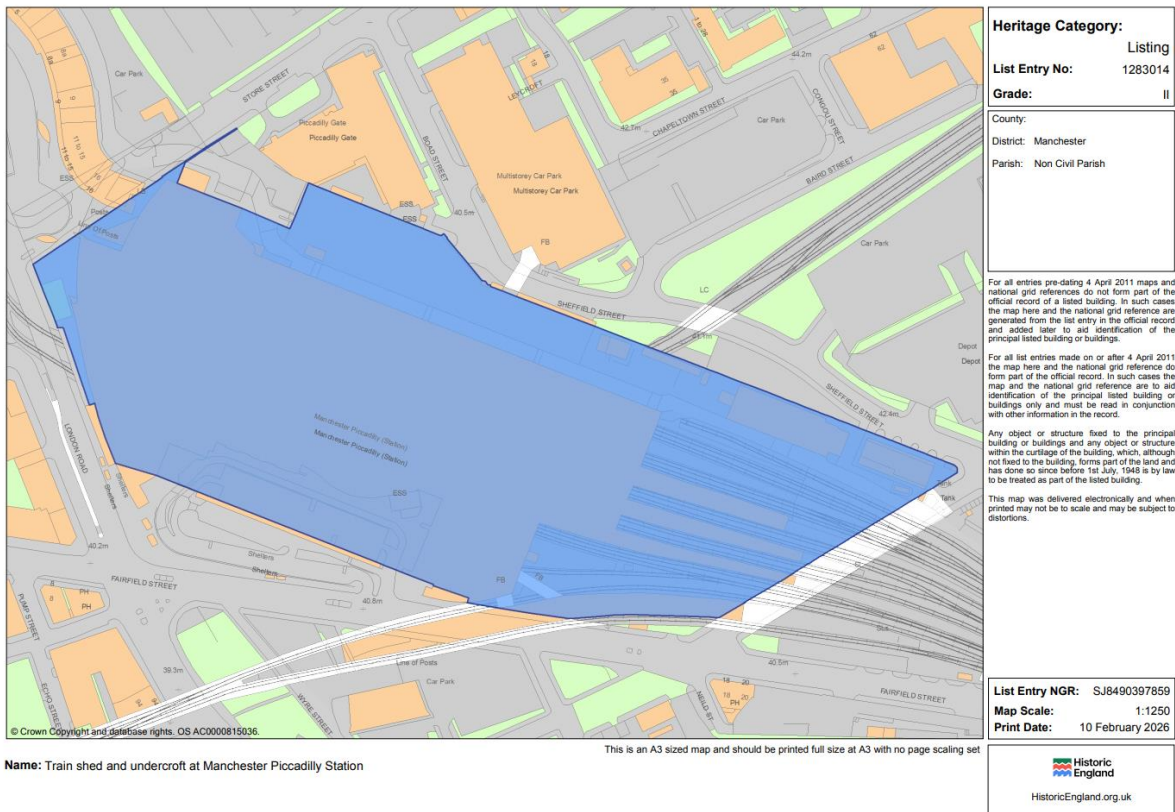
5.19 Overall, the works represent a proportionate and sustainable intervention that enables the continued functional use of the heritage asset while contributing to wider environmental and climate change objectives, ensuring that the long-term conservation of the asset is supported through adaptation to contemporary operational requirements. This is a significant public benefit which outweighs any less than substantial harm identified to the existing heritage asset.

## Section 6: Summary and Conclusions

- 6.1 The proposals align with National and Local Policy, in that they allow for the ongoing operation / improvement of Manchester Piccadilly Station, moreover they assist in reaching decarbonisation goals. The proposed works are sympathetic to the existing heritage asset and have minimal to no impact on views from the public realm.
- 6.2 The proposed works will be carried out in a sympathetic manner and will ensure that the assets are safeguarded with the least amount of intervention whilst still ensuring that the necessary works can be completed. The proposed works will also support the attainment of other local policy objectives, including Local Planning Policy relating to the promotion of sustainable modes of transport and upgrade of heritage assets to meet sustainability objectives.
- 6.3 In summary, the proposals are in accordance with relevant policy set out in the NPPF and the relevant Development Plans. The proposals result in less than substantial harm on the heritage asset, whilst delivering significant public benefit. Regard has also been had to relevant guidance and advice, including that produced by Historic England and by Network Rail themselves, to ensure that the works are designed and carried out in a way that is sympathetic to their heritage. It is requested that Listed Building Consent be granted for the proposed development without delay.

# APPENDIX 1: Map Demonstrating Extent of Listing (indicated in blue)

## Train shed and undercroft at Manchester Piccadilly Station



## APPENDIX 2: List of Supporting Plans

| Drawing No. / Document Ref. | Description                                               | Status          |
|-----------------------------|-----------------------------------------------------------|-----------------|
| N/A                         | Location Plan                                             | For Approval    |
| N/A                         | Heritage, Design and Access Statement                     | For information |
| 50902-VE-PS-XX-DR-M-5605-P2 | Manchester Piccadilly Proposed Boiler Room GA             | For Approval    |
| 50902-VE-PS-XX-DR-M-5601-P2 | Undercroft Proposed Pipework Route GA                     | For Approval    |
| 50902-VE-PS-XX-DR-M-5603-P2 | Manchester Piccadilly Existing Undercroft GA              | For Approval    |
| 50902-VE-PS-XX-DR-M-5601-P2 | Manchester Piccadilly Existing Boiler Room Strip-Out GA   | For Approval    |
| 50902-VE-PS-XX-SC-M-5601-P2 | Manchester Piccadilly Existing Boiler Room Strip-Out P&ID | For Approval    |
| 50902-VE-PS-XX-SC-M-5602-P1 | Manchester Piccadilly Proposed Boiler Room P&ID           | For Approval    |
| 50902-VE-PS-XX-SC-M-5603-P1 | Manchester Piccadilly Proposed Undercroft P&ID            | For Approval    |
| 50902-VE-PS-B1-DR-E-5001-P4 | Piccadilly Station Electrical Equipment Layout            | For Approval    |
| 50902-VE-PS-00-DR-E-6101-P1 | Piccadilly Station Containment Layout                     | For Approval    |
| 50902-VE-PS-00-DR-E-6102-P1 | Piccadilly Station Site Wide Containment Layout           | For Approval    |
| 50902-VE-PS-00-DR-E-6201-P1 | Piccadilly Station Small Power Layout                     | For Approval    |
| 50902-VE-PS-B1-DR-E-6201-P1 | Piccadilly Station HV RMU / Transformer Layout            | For Approval    |
| 50902-VE-PS-00-DR-E-6203-P1 | Piccadilly Station Plantroom Small Power Layout           | For Approval    |
| 50902-VE-PS-00-DR-E-6301-P1 | Piccadilly Station Lighting Layout                        | For Approval    |
| 50902-VE-PS-XX-SC-E-6001-P6 | Piccadilly Station HV & LV Single Line Diagram            | For Approval    |
| 50902-VE-PS-XX-SC-E-6801-P1 | Piccadilly Station Undercroft Area Block Cable Diagram    | For Approval    |
| 50902-VE-PS-XX-SC-E-6802-P1 | Piccadilly Station System Architecture Diagram            | For Approval    |
| 50902-VE-PS-XX-SC-E-6803-P1 | Piccadilly Station Boiler Room Panel Block Cable Diagram  | For Approval    |

## OFFICIAL

| <b>Drawing No. / Document Ref.</b> | <b>Description</b>                                                                                                                 | <b>Status</b>   |
|------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 50902-VE-PS-XX-TS-Z-XX01-P1        | Decarbonising Network Rail's Railway Infrastructure Manchester Piccadilly Station Stage 3 Multi-Disciplinary Report – Vital Energi | For information |
| 14806.RP01.PNA.0                   | Plant Noise Assessment – RBA Acoustics                                                                                             | For information |
| 10073r1                            | Cold Plume Assessment – Redmore Environmental                                                                                      | For information |
| 100940                             | DSEAR Assessment Report – Gexcon                                                                                                   | For information |
| 50902-VE-PS-XX-SH-E-6201           | Piccadilly Station Electrical Load Schedule - Vital Energi                                                                         | For information |
| 50902-VE-PS-XX-SH-E-6801           | Piccadilly Station Undercroft Area BIMS Requirements Document - Vital Energi                                                       | For information |
| 50902-VE-PS-XX-SH-E-6802           | Piccadilly Station Boiler Room BMS Requirements                                                                                    | For information |
| 50902-VE-PS-XX-RP-E-6301           | Piccadilly Station Dialux Lighting Report - Dialux                                                                                 | For information |
| 50902-VE-PS-XX-RP-E-6201           | Piccadilly Station Close Coupled RMU/ Transformer / LV Switchboard Specification                                                   | For information |

# APPENDIX 3: LIST DESCRIPTION

## Train shed and undercroft at Manchester Piccadilly Station

### Official List Entry

- Heritage Category: Listed Building
- Grade: II
- List Entry Number: 1283014
- Statutory Address: Piccadilly Station, London Road, Manchester
- Date first listed: 6<sup>th</sup> June 1994

### Location

- District: Manchester (Metropolitan Authority)
- Parish: Non-Civil Parish
- National Grid Reference: SJ8490397859

### Further information

#### Details

Train shed set above a rail-served undercroft, 1866, extended 1883 with significant remodelling 1958-1966 and 1998-2002.

#### Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: 388289

Legacy System: LBS

#### Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

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