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Pigeon Triangle, Mayfield

Planning Statement

December 2025

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1. Introduction

1.1. This Planning Statement (the 'Statement') accompanies an application to Manchester City Council (MCC) for the creation of a new area of public realm to act as a key arrival space for the Mayfield Strategic Regeneration Framework area.

1.2. The proposals seek to build upon the success of existing high-quality public spaces and activity within the Mayfield Strategic Regeneration Framework area, thereby creating an important threshold from Piccadilly Station to Mayfield.

Project Background

1.3. The description of the Proposed Development on the application for Full Planning Permission is set out below:

> *"Public realm works including re-grading and re-surfacing footpaths, highways, soft landscaping and planting of trees, replacement and reprovision of street lighting, CCTV, and street furniture, removal of car parking spaces, drainage, and associated works."*

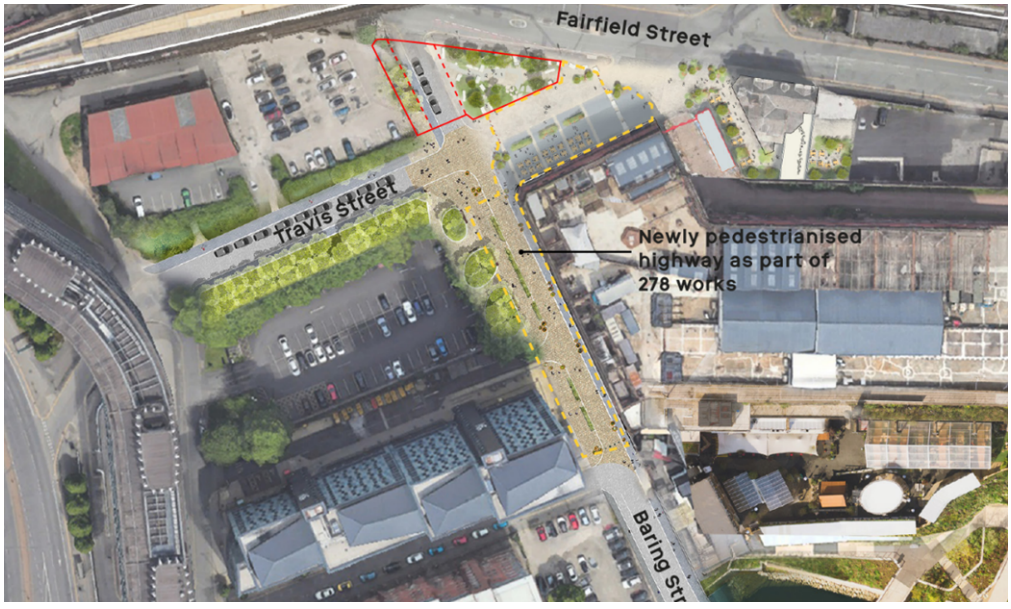
1.4. The term Proposed Development used within this Statement refers to all stages of construction and operation of the development.

1.5. The Proposed Development complements the approved S278 highways works, originally approved as part planning permission reference 124972/FO/2019 now 137350/JO/2023 as amended. The approved highways works consist of improvements to Baring Street, Buxton Street, Berry Street and Travis Street, comprising comprehensive highways works, SUDs, new drainage and traffic regulation works. The works commenced in November 2025.

1.6. The Proposed Development as set out within this statement relates to a small plot of land located immediately north of the S278 boundary and adjacent to Fairfield Street.

1.7. This in combination with the approved highways works therefore represents the first phase of public realm improvements beyond Mayfield Park; aiming to establish a distinct transition into the Mayfield Strategic Regeneration Framework area.

Figure 1.1 – Approved Highways Works Layout



1.8. The proposals will extend the character of the wider landscaping design, which has successfully supported the delivery of the award winning Mayfield Park. The Site is located at a key junction with Piccadilly Station and the wider city centre and proposals aims to support the continued improvement of public realm in this part of the city, beyond the boundary of the Mayfield area.

1.9. The Applicant is committed to delivering a sustainable, zero-carbon project, demonstrated through the re-use of materials gifted to the project by a former RHS show garden designed by Tom Massey, and through the use of discarded materials from previous highways works on Travis Street and Baring Street.

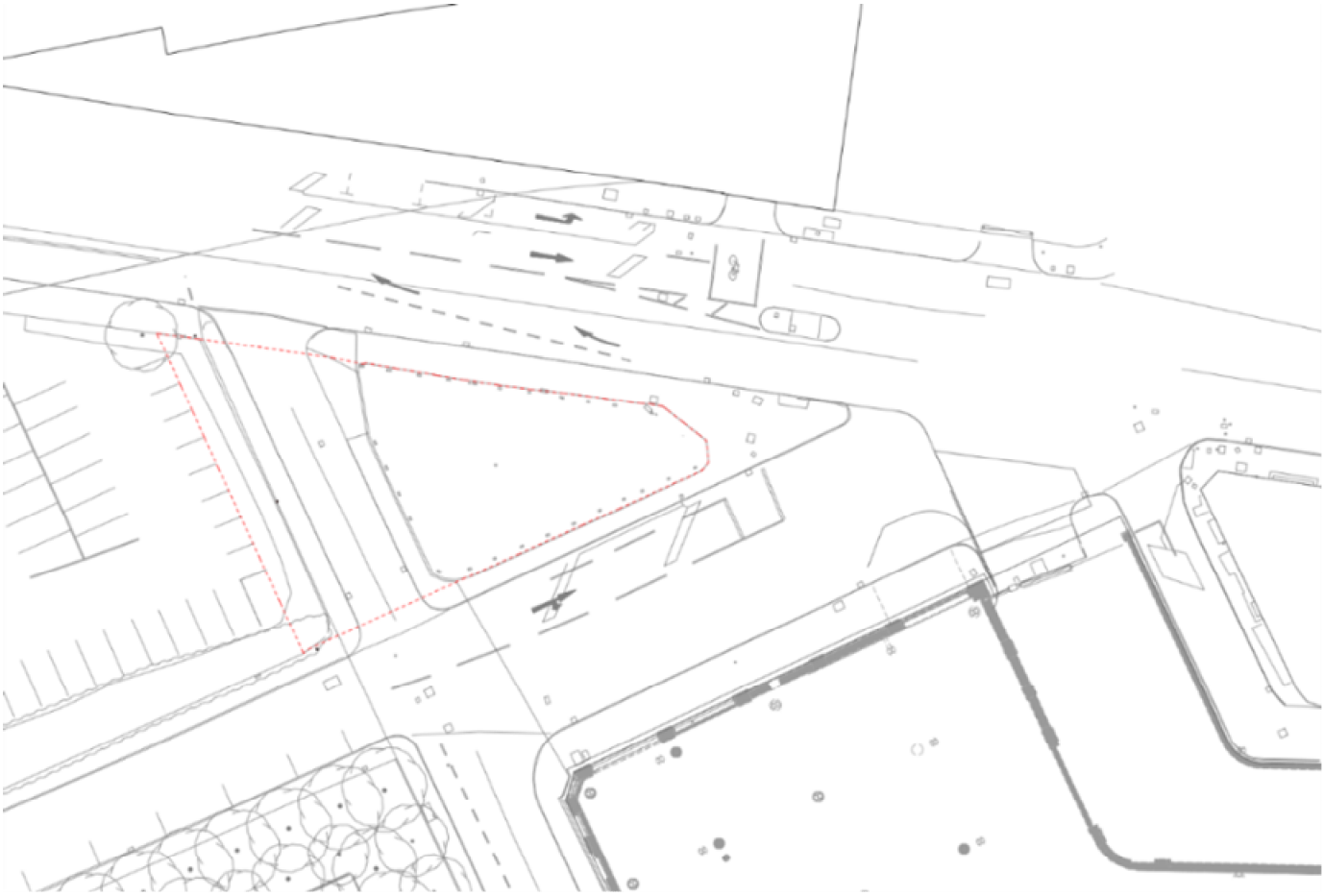
1.10. This Statement considers the Proposed Development in its strategic and local context, assesses its acceptability in the context of the Local Development Plan, and has regard to other material considerations, such as the National Planning Policy Framework (NPPF), Mayfield Strategic Regeneration Framework (2018), and relevant guidance.

The Site

1.11. The 670sqm (0.067 ha) Site comprises a portion of surface level car park space, equating to 8 spaces, highway, footway, and a portion of cleared brownfield land.

1.12. The Site is bounded by further surface level car parking to the west, Travis Street to the south, the junction between Fairfield Street and Neild Street to the east and Fairfield Street to the north, as shown in Figure 1.1 below (the 'Site').

Figure 1.2 – Site Location Plan



1.13. The Site is not located within a conservation area nor are there any listed buildings on the Site. There are 6 heritage assets within 250m of the Site, these have been listed in Section 2.

1.14. The Site represents the entrance point to Mayfield from those travelling from Piccadilly, or other areas of the city centre core beyond and therefore its transformation as a piece of public realm is strategically important, in line with the wider objectives of the Mayfield Strategic Regeneration Framework ('SRF') (2018), which will see this underutilised area of the city transformed to deliver a vibrant mix of commercial, residential, and leisure uses, complemented by the establishment of Mayfield Park, which opened in 2021.

1.15. Key to the success of Mayfield is enhanced pedestrian connectivity and activity, seamlessly linking the city centre with Mayfield and other parts of the city centre and beyond, located to the south of Piccadilly Station.

Pre Application Consultation

1.16. The National Planning Practice Guidance (2024) is an online resource, which is designed to bring together planning practice guidance for England in an accessible and usable way. The Guidance provides further detail to assist in the understanding of planning policies set out within the NPPF, including requirements for pre-application engagement. The 'Consultation and pre-decision matters' identifies that:

- In line with the policies of the NPPF, statutory consultees have an important role to play in the preapplication stage and should be engaged early; and,
- Pre-application consultation with the local community is encouraged where it adds value to process and outcome.

1.17. As per national guidance, a proportionate thorough consultation process has been undertaken by the Applicant, involving engagement with the Local Planning Authority, Greater Manchester Archaeological Advisory Service (GMAAS) and Greater Manchester Police. Further details are outlined in Section 3.

Structure of the Planning Statement

1.18. The remainder of this Statement is structured as follows:

- Section 2 – describes the Site's context and identifies site-specific considerations that are relevant to the consideration of this application;
- Section 3 – comprises a Statement of Consultation, providing a summary of the consultation undertaken by the Applicant prior to submission of this application;
- Section 4 – describes the proposals;
- Section 5 – assesses the proposals against the Development Plan and other material considerations; and,
- Section 6 – provides our summary and conclusions.

2. Site Description and Context

Site Description

2.1. The Site is currently occupied by a triangular parcel of land on Fairfield Street. The Site comprises an unused gravel-covered area to the east, part of Travis Street car park to the west, and Baring Street with footpaths running along each side.

2.2. The Site extends to 670 sqm (0.067ha) and is bounded by a surface level car park to the west, Travis Street to the south, Fairfield Street to the north and the junction between Travis Street, Fairfield Street, and Neild Street to the east.

Site Specific Environmental Designations

2.3. Under the provisions of the MCC Proposals Map (2012), the Site is allocated to be within:

- Manchester City Centre (Core Policies CC1 – CC10)
- The Regional Centre (Core Strategy policy EC3)

Air Quality

2.4. The Site is located within the Greater Manchester Air Quality Management Area (AQMA), referring to an area where air pollution levels are, or are likely to, exceed national air quality objectives.

Ecology and Biodiversity

2.5. The Site is not located within a statutory or non-statutory nature conservation site and no record of protected species have been found at the Site.

2.6. The Site is located approximately 440m south of the Rochdale Canal, and 360m south of the Ashton Canal, which are classified by Greater Manchester's Ecological Unit as being a Site of Biological Interest (SBI).

Flood Risk and Drainage

2.7. The Site is located in Flood Zone 1 and therefore has a low probability of flooding. As with the majority of the Regional Centre, the Site is located within the Conurbation Core Critical Drainage Area, as defined in the Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA).

2.8. The nearest watercourse to the Site is the River Medlock, located 130m south of the Site boundary, with the Ashton Canal located 360m to the north. Further details on flood risk and drainage have been outlined as part of the Flood Risk Assessment prepared by Buro Happold and submitted in support of this planning application.

Heritage

2.1. The Site is not within a Conservation Area, nor does it contain Listed Buildings or Heritage Assets. Given its central location, the Site is within proximity to a number of listed buildings.

2.2. The Grade II listed building known as the "Star and Garter" lies 50m east of the Site. Mayfield Depot, located 150m south of the Site, is classified as a Non-Designated Heritage Asset. The Site also lies 250m south east of the Whitworth Street Conservation Area.

2.3. Table 2.1 below outlines the eight heritage assets found within a 250m radius of the Site.

Table 2.1: Heritage Assets 250m from the Site

Heritage Asset	Heritage Category	Grade	List Entry No.
Moffat Building	Non Designated Heritage Asset	n/a	1491090
Morton Laboratory (Chemical Engineering Pilot Plant), UMIST	Non Designated Heritage Asset	n/a	1491347
Star and Garter Public House	Listed Building	II	1200827
Sculptural Wall	Listed Building	II	1400857
Train Shed & Undercroft at Manchester Piccadilly Station	Listed Building	II	1283014
Former Goods Office to Piccadilly Station	Listed Building	II	1197919
Mayfield Depot	Non Designated Heritage Asset	-	-
Whitworth Street Conservation Area	Conservation Area	-	-

Connectivity and Accessibility

2.4. The Site is located approximately 150m south of Manchester Piccadilly Station's southern exit, the busiest railway station in Manchester. Several significant bus services are available within a short walk of the Site, largely located along Fairfield Street, Travis Street and outside Manchester Piccadilly Station.

2.5. Manchester's free bus service links all the main destinations across the City Centre and provides convenient access to landmarks across the City. Free buses are available which can be accessed by disabled users and run on a 10-minute daytime frequency.

2.6. It provides quick and convenient public transport connections between the Site and all mainline railway stations, car parks and retail centres, with routes located outside Station Approach (north of the Train Station).

2.7. The Metrolink is easily accessible from the Proposed Development with 'Piccadilly' located directly adjacent to the Site and can be accessed through the station. The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts, including:

- Bury (via Manchester Victoria);

- Oldham & Rochdale (via Manchester Victoria);
- Ashton-Under-Lyne (via Manchester Piccadilly);
- East Didsbury;
- Manchester Airport (with a change at Cornbrook);
- Altrincham;
- The Trafford Centre; and
- Eccles and Media City.

2.8. The Site is in proximity to several major cycleways running through the City Centre and the wider Bee Network Cycle Hire scheme, including bicycle parking stations at Manchester Piccadilly Station and Altrincham Street.

2.9. The Site is therefore well connected to key destinations via a variety of public transport modes whilst concurrently connected by a comprehensive network of pedestrian routes, given its location within Manchester City Centre. To the north of the Site is a non-signalised pedestrian crossing over Fairfield Street, linking Piccadilly Station to Mayfield. Along Baring Street and Travis Street, there is a 20mph limit for vehicles, making it safer for pedestrians to navigate the area. The quality of existing surfaces and footways is relatively poor.

2.10. As such, consented and underway Section 278 Highways works in the area will further improve pedestrian accessibility through dropped kerbs and tactile paving crossing points throughout the highways to further improve access for all provision. Travis Street is to be narrowed to improve connections to the Depot and a prohibition of driving order is proposed at Baring Street to remove general vehicle traffic and prioritise pedestrian movements leading to Mayfield Park and the wider regeneration area.

Planning History

2.11. A planning history search for the Site has been undertaken using the Local Planning Authority's ('LPA') planning application search system. This has established that the Site's most recent planning history comprises small scale alterations or advertisement consent on the plot.

2.12. Table 2.2 sets out previous planning applications of relevance.

Table 2.2 Planning History on the Site

PP Reference	Address	Description of Development	Decision
024529	Car park at Fairfield Street/Travis Street, City Centre	Two 48 sheet advertisement boards with fencing and landscaping	Approved 23 July 1985
122363/AOH/2019	Various Sites Around Mayfield Area Manchester	Installation of non-illuminated advertisements on security hoardings, projecting signs and fascia signs with interchangeable artwork, together with associated lighting.	Approved 20 January 2020

3. Statement of Consultation

3.1. This section summarises the relevant national and local level policy guidance in respect of consultation. Due regard has been had to this policy context as part of the formulation and implementation of the pre-application consultation process in respect of the application.

National Level

Localism Act

3.2. The Localism Bill was introduced to Parliament on 13 December 2010, and was given Royal Assent on 15 November 2011, becoming an Act ("the Act").

3.3. The main aim of the Act is to shift power from Central Government back into the hands of individuals, communities and Councils. It includes five key measures as follows:

- Community rights.
- Neighbourhood planning.
- Housing.
- General power of competence.
- Empowering cities and other local areas.

3.4. Part 6 of the Act specifically deals with planning and Chapter 4 sets out requirements in relation to consultation before applying for Planning Permission.

3.5. Section 122 of the Act amends the Town and Country Planning Act 1990 to include a new section 61W that sets out a requirement to carry out pre-application consultation as follows:

1) Where—

a) a person proposes to make an application for planning permission for the development of any land in England, and

b) the Proposed Development is of a description specified in a development order, the person must carry out consultation on the proposed application in accordance with subsections (2) and (3).

3.6. Subsections (2) and (3) state:

a) The person must publicise the proposed application in such manner as the person reasonably considers is likely to bring the proposed application to the attention of most of the persons who live at, or otherwise occupy, premises in the vicinity of the land.

b) The person must consult each specified person about the proposed application.

3.7. Subsection (4) outlines the requirements regarding publicity of applications:

4) Publicity under subsection (2) must—

a) set out how the person ("P") may be contacted by persons wishing to comment on, or collaborate with P on the design of, the Proposed Development, and

b) give such information about the proposed timetable for the consultation as is sufficient to ensure that persons wishing to comment on the Proposed Development may do so in good time.

3.8. The Act also sets out a duty to take account of the responses to consultation. Section 61X requires a developer to have regard to any comments or responses generated by the consultation undertaken in accordance with section 61W, when deciding whether to make any changes to proposals before submitting a planning application.

3.9. Section 61Y enables the Secretary of State to set out further provisions as to how the consultation required under new section 61W should be undertaken in practice.

National Planning Policy Framework (NPPF)

3.10. The most recent amended NPPF was published in December 2024 and later amended in February 2025. The document sets out the Government's planning policies for England and how these are to be applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

3.11. Paragraphs 40 to 43 address pre-application engagement and front-loading. Paragraph 39 observes that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It goes on to state that good quality pre-application discussion enables better co-ordination between public and private resources and improved outcomes for the community.

3.12. Paragraph 41 directs local planning authorities to encourage any applicants who are not already required to do so by law to engage with the local community, where they think this would be beneficial, and, where relevant with statutory and non-statutory consultees, before submitting applications.

3.13. Similarly, paragraphs 131 – 134 set out how Local Planning Authorities should have regard to early, proactive and positive engagement with the local community and their views, as well as addressing any comments received from design review panels.

3.14. The NPPF also promotes the use of the Local Planning Authority Pre-Application Service to encourage a partnership approach to applications. It is considered that early engagement with the Local Planning Authority is often conducive to the best result for the application, as it highlights where further work is required.

National Planning Practice Guidance

3.15. In March 2014, the Government issued the National Planning Practice Guidance as an online resource, which is designed to bring together planning practice guidance for England in an accessible and usable way.

3.16. The Guidance is a live resource, which is regularly updated to align with changes to the NPPF. The Guidance provides further detail to assist in the understanding of planning policies set out within the NPPF, including requirements for pre-application engagement. The 'Consultation and pre-decision matters' identifies that:

- In line with the policies of the NPPF, statutory consultees have a significant role to play in the preapplication stage and should be engaged early; and,
- Pre-application consultation with the local community is encouraged where it adds value to process and outcome.

Local Level

Manchester City Council Statement of Community Involvement

3.17. MCC adopted a refreshed Statement of Community Involvement (SCI) in August 2025. The SCI sets out how and when MCC will involve the community in relation to the preparation and revision of the Local Development Documents and in the process of making decisions on planning applications. Appendix 1 of the SCI provides guidance on developer-led early engagement.

3.18. The SCI states that early engagement has significant benefits by improving the efficiency and effectiveness of the planning system for all parties. Therefore, developers are encouraged to consult before submitting a planning application.

3.19. The SCI encourages developers to consult with the public and various parties, which could include equalities groups, as well as with specific infrastructure and service providers who can advise developers on any need for increased provision of services. Consultations should be inclusive, transparent, clear and understandable.

Consultation Accordance with National and Local Policy

Manchester City Council

3.20. Several iterations of the proposals have been presented to the Local Planning Authority over the last 3 years, which have been continuously refined to create a proportionate response to the proposed surrounding works and ongoing activity.

3.21. The most recent pre-application meeting was held with the LPA on November 12th 2025. The proposals were presented to Officers to explain the ethos behind the designs, the improvements that will be made to the local area, and how they fit in with the current and planned works at Mayfield.

3.22. Overall, the feedback from the LPA was overwhelmingly positive, demonstrating support for the scheme. Discussions have since taken place to agree the materiality of the hard landscaped elements of the proposals and the information required to support this Application.

3.23. Discussions have also taken place with MCC Highways Department mainly in relation to the wider programme of highways work on going. However, discussions have also taken place in relation to the use of materials, defensible boundaries and highways layout.

Other Consultees

Greater Manchester Archaeological Advisory Service (GMAAS)

3.24. Engagement with GMAAS took place on November 24th 2025, which provided a desk-based assessment for the Mayfield scheme. GMAAS confirmed via email that a standalone archaeological assessment is not required for this planning application and that a watching brief would not be required for the works. This desk based assessment has been provided in this Statement for completeness.

Greater Manchester Police

3.25. Consultation with GMP and Design for Security was undertaken, with requirements for the Crime Impact Statement (CIS) outlined via email on November 10th 2025. A meeting took place over Teams on December 1st 2025 to explain the proposals with a particular focus on the safety of the area, and its protection from the surrounding vehicular routes.

3.26. A letter of comfort was issued by GMP regarding the Proposed Development on 5th of December 2025 and has been submitted alongside this planning application to confirm their support for the scheme.

Public

3.27. Whilst no direct pre-application consultation has been undertaken with the public in relation to this particular scheme, given the limited number of nearby neighbouring properties, the consultation process will continue following the submission through the statutory consultation and neighbour notification route.

3.28. Engagement has also taken place with Broadwick to ensure that their operational activities taking place at Mayfield Depot are fully accommodated in the proposals. In general, members of the public have provided overwhelming positive feedback on Mayfield Park and this element acts as an extension to that key city centre space.

Summary

3.29. Overall, the scheme has been subject to a targeted series of pre-application consultation, which is considered relevant and proportionate to the scale of the proposals. The response received to date has helped to inform design and has provided a good degree of support for the new area of public realm.

4. Proposed Development

4.1. This section provides an executive summary of the Proposals. For detailed designs of the Site, please read this section in conjunction with the Design and Access Statement and scheme drawings prepared by SEW, submitted with this application.

4.2. The Proposed Development comprises creation of a new public greenspace, which will serve as a key arrival space into Mayfield from Piccadilly Train Station and the wider City Centre more broadly. The description of development is as follows:

"Public realm works including re-grading and re-surfacing footpaths, highways, soft landscaping and planting of trees, replacement and reprovision of street lighting, CCTV, and street furniture, removal of car parking spaces, drainage, and associated works."

Use and Amount

4.3. The development proposals include the provision of 0.067 Ha integrated soft and hard landscaping, drainage works, street furniture and other associated highways works. It will see the removal of 8 car parking spaces from the adjacent car park, providing a soft landscaped edge and threshold to Mayfield, leading to Baring Street.

Layout

4.4. The Proposed Development will be a highly sustainable and vibrant space, seamlessly integrating green infrastructure and actively promoting biodiversity. The Site is designed to deliver a 'block garden' effect, extending the ecological richness and character of neighbouring Mayfield Park.

4.5. Along the western side of Baring Street, a tree lined boundary is proposed, along with a new rain garden which will collect surface water from the existing car park further west. The trees will be recycled from the RHS garden and are intended to create a planted frontage, contributing to a continuous ecological network.

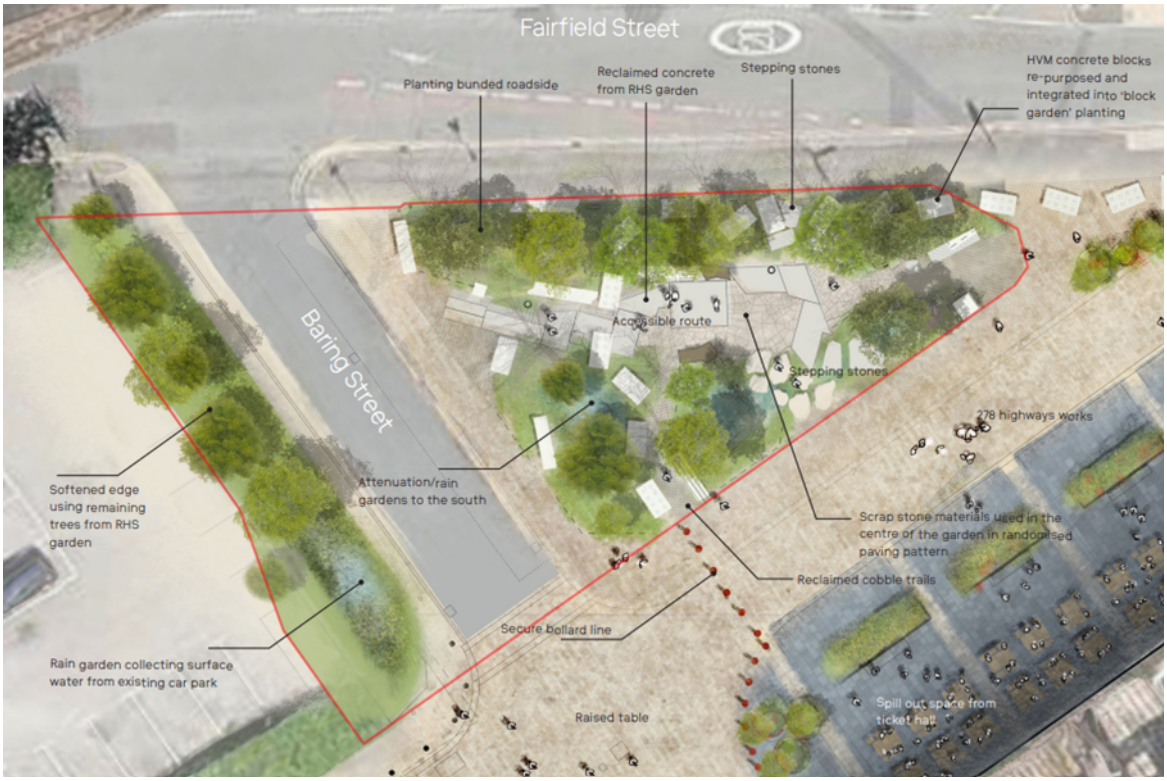
4.6. At the centre of the Site will be a relaxed public space, offering a contrast to the surrounding urban environment characterised by dense pedestrian and vehicular movement.

4.7. The centre will feature a network of informal and accessible routes, comprising reclaimed concrete surfaces, stepping stones, and permeable natural stone. These pathways will be integrated amongst an array of diverse landscaping designs, including Crevice Gardens and Willow Wetlands.

4.8. Seating will be provided in small, strategic clusters, combining reclaimed timber benches with informal concrete edges, seamlessly integrated within the planting areas.

4.9. Mounded planting beds will characterise the northern periphery, while rain gardens to the southern edge will serve to delineate the Site boundaries.

Figure 4.1 – Proposed Development Layout



Appearance

4.10. The Proposed Development's design ethos is deeply rooted in sustainability and local authenticity, reflecting the Site's industrial heritage and its prominence as a gateway for visitors arriving at Piccadilly Station.

4.11. A core principle involves the extensive re-use of materials, significantly drawing from a former RHS show garden and existing site infrastructure, alongside locally sourced elements. This approach ensures the creation of a distinctive, durable, and visually appealing landscape that prioritises accessibility, enhances biodiversity, and provides a rich natural environment for users, all while contributing to circular economy principles.

Hard Landscaping

4.12. The hard landscaping strategy incorporates a variety of durable and visually appealing materials, with a strong emphasis on reuse and local sourcing. Reclaimed concrete slabs, stepping stones, and timber seating from a former RHS show garden will be strategically integrated across the central and southern areas of the Site. Further enhancing this sustainable approach, existing site infrastructure will also be repurposed.

4.13. Locally sourced materials play a significant role, including Victorian stone cobbles and local sandstone paving offcuts from previous highways works on Travis Street and Baring Street. These will form a distinctive, irregular paving pattern within the central public realm. Woodkirk sandstone, known for its natural colour variation and durability, has been selected for mosaic paving and crevice garden slabs.

4.14. To address Hostile Vehicle Mitigation (HVM) requirements, existing concrete blocks will be repurposed and integrated into new landforms and planting, creating a unique 'block garden' effect. Additional features include reclaimed concrete traffic barriers, protective knee rails, and integrated recessed covers for utilities and CCTV.

4.15. Seating will be provided through reclaimed timber benches, complemented by lighting columns designed to match those in Mayfield Park. All paving throughout the Site is proposed to be laid with permeable jointing mortar to accommodate pedestrian movement effectively.

Figure 4.2 – Precedent Imagery

Soft Landscaping

4.16. The soft landscaping strategy is designed to enhance biodiversity, improve visual amenity, and promote climate resilience. A key feature is the sustainable reuse of semi-mature trees and shrubs sourced from a former RHS show garden, which will be complemented by extensive shrub and herbaceous planting across designated areas.

4.17. The landscape plan includes 19 new trees, comprising seven along the western boundary, seven along the northern border, and five across the southern perimeter of the Site. These trees will feature a diverse species palette, including examples such as Silver Birch and Paper Mulberry, reinforcing the scheme's commitment to enhancing plant diversity.

4.18. Specialised ecological features are integral to the design, including a Crevice Garden, a Cascade Garden, and a Sunken Rain Garden/Swale. The sunken rain garden/swale is specifically designed with seasonally wet and dry planting to manage surface water, significantly enhancing the Site's climate resilience and ecological value.

4.19. Furthermore, a single apple tree, located immediately outside the Site at the junction of Fairfield Street and Baring Street, will be retained throughout the construction and operational phases. The integration of repurposed AI monitoring technology will also be explored to support the ongoing health assessment and maintenance of the Site's tree stock.

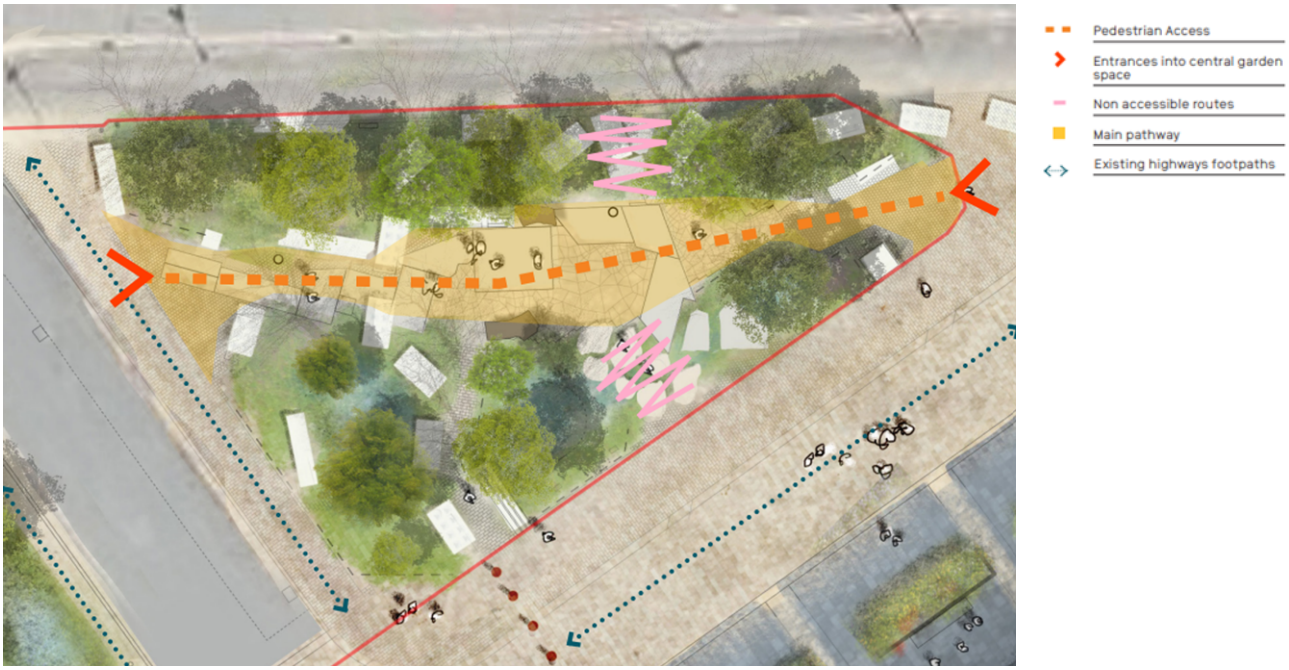
Access and Inclusivity

4.20. The Proposed Development will be accessible from two points, one on Baring Street and the other at the junction of Fairfield Street and Travis Street. Entrances to the garden will be step-free and clearly defined, promoting an inclusive and welcoming environment.

4.21. A level, non-slip, and permeable pathway will ensure enhanced accessibility for wheelchair users and those with limited mobility, allowing for smooth east-to-west movement across the Site.

4.22. The scheme prioritises the provision of dedicated resting and seating areas, thereby improving the accessibility and comfort of pedestrian movements through the threshold area. Accessible seating, including options with back and armrests, will be incorporated as part of the scheme.

Figure 4.3 – Access and Inclusivity Measures



Safety

4.23. The centre of the Site currently lacks adequate lower-level pedestrian lighting thus, the proposals incorporate improved lighting along the main footpath. Existing security provisions for the Site include coverage from two off-site CCTV cameras. A further camera is proposed centrally within the Site, to be integrated into the overarching estate security and management strategy.

4.24. A comprehensive HVM strategy will be implemented to safeguard users within Pigeon Triangle, adjacent sites, and other crowded areas. This strategy will maximise stand-off distances and provide protection against hostile vehicle attacks.

4.25. Visibility within the park will be maintained at all hours to foster a sense of natural guardianship over the space. Adhering to Secured by Design principles, effective lighting solutions will be implemented to minimise dark spots and concealed areas, thereby reducing both crime and the fear of crime.

4.26. Three existing street lights along Baring Street and one along Fairfield Street will be maintained. To supplement this, two new street lights are planned for installation within the central Site.

4.27. The Proposed Development will form an integral part of this wider management strategy, benefiting from 24-hour on-site attendance and surveillance to ensure a safe and welcoming environment for all users.

4.28. This measure aims to deter crime and antisocial behaviour, facilitate the prompt detection of incidents for immediate security response, and support post-incident investigations.

Operational Management

4.29. The greenspace will be maintained by The Mayfield Partnership Estate team, demonstrating a proven record in managing high-quality public spaces, as evidenced by their Green Flag award for Mayfield Park management.

4.30. A detailed Public Realm Management and Maintenance Strategy is included within the Design and Access Statement that accompanies this Planning Application. The strategy will ensure the long-term attractiveness, safety, and ecological functionality of the space.

4.31. The estate team's responsibilities also encompass the routine maintenance of all soft and hard landscaping and street furniture. This includes regular cleaning, litter, leaf, and snow removal; de-icing; routine inspection and maintenance of lighting columns; prompt repairs to vandalised street furniture or uneven surfaces; horticultural care; tree inspection; irrigation during establishment, and ongoing monitoring of SuDS.

Summary

4.32. The Proposed Development will transform an underutilised, brownfield site into a visually attractive, accessible, and biodiverse public space. The design prioritises inclusivity and enhanced pedestrian access through step-free entrances, a permeable pathway, and dedicated resting areas.

4.33. Ecological improvements, including the integration of diverse semi-mature tree species and the retention of existing specimens, will contribute to plant diversity and climate resilience.

4.34. Safety and security measures, including a HVM strategy, continuous site monitoring, and effective lighting designed to Secured by Design principles, will ensure a safe and welcoming environment.

4.35. The proposed works will contribute to Manchester's climate resilience and wellbeing objectives, establish an inclusive space for community interaction, promote local heritage, and seamlessly integrate Mayfield Park with the broader Mayfield regeneration, extending its reach towards the station and city centre.

4.36. The Proposed Development has been purposefully designed to benefit the city and align with ongoing regeneration works, whilst ensuring full adherence to relevant national and local planning policy, as detailed in Section 5.

5. Planning Policy and Material Considerations

5.1. The following section sets out the Development Plan, Material Considerations, Strategic Documents and Supplementary Planning Guidance and assesses the Proposed Development against these.

5.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) states:

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

Planning Framework

5.3. The Development Plan and Material Considerations for the Site and Proposed Development is comprised of the following:

Table 5.1: Development Plan and Material Considerations

National	
Material Considerations	
National Planning Policy Framework (2024)	Planning Policy Guidance
Regional	
Development Plan	
Places for Everyone Joint Development Plan (2024) (PfE)	Greater Manchester Joint Waste Development Plan (2012)
Local	
Development Plan	
Manchester Core Strategy (2012) [1]	Draft Local Plan Regulation 18 (2025)
Material Considerations	
Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015 – 25 (2015)	Our Manchester Strategy 2025 – 2035 (2025)
The Manchester City Centre Transport Strategy to 2040 (2021)	Biodiversity Strategy and Action Plan 2022 – 30 (2022)
Manchester Climate Ready Plan 2025-2030 (2025)	
Supplementary Planning Frameworks	
Mayfield Strategic Regeneration Framework (SRF) (2018)	Manchester Piccadilly (HS2) Strategic Regeneration Framework (2018)

[1] Updated by Places for Everyone in 2024

The Development Plan

Places for Everyone Joint Development Plan (2024) (PfE)

5.4. Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. The document was adopted with effect from 21 March 2024, by the GMCA, on behalf of the nine districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, Wigan).

5.5. The Places for Everyone Joint Development Plan ("PfE JDP") sets out 10 strategic objectives, including ensuring access to physical and social infrastructure and promoting sustainability and biodiversity across Greater Manchester. The following policies and objectives have been considered as part of the assessment of the Proposed Development:

- Strategic Objective 8: Improve the quality of our natural environment and access to green spaces.
- Strategic Objective 10: Promote the health and wellbeing of communities.
- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
- Policy JP-G7: Trees and Woodland
- Policy JP-G6: Urban Green Space
- Policy JP-G3: River Valleys and Waterways
- Policy JP-G2: Green Infrastructure Network

5.6. Places for Everyone Strategic Objective 8 aims to enhance special landscapes, green infrastructure, biodiversity, and geodiversity, improve access to the natural environment and green spaces, and promote the role of green space in climate resilience and flood risk reduction.

5.7. The Proposed Development comprises extensive soft landscaping, tree and shrub planting, and a rain garden, improving the quality and multi-functionality of green assets. Although the Site has limited ecological value, the Preliminary Ecological Assessment confirms a 326.31% net gain in habitat units, exceeding the 10% requirement, thus enhancing biodiversity. It also incorporates SuDS for flood management and climate resilience and improves connectivity to green spaces like Mayfield Park. This also addresses Policy JP-G8, which promotes biodiversity enhancement through various initiatives, with a strong emphasis on nature conservation, access to nature, and habitats enhancement.

5.8. Places for Everyone Strategic Objective 10 seeks to maximise the health benefits of access to the natural environment and green spaces and promote sustainable travel. The Proposed Development's new public greenspace provides opportunities for recreation and social interaction, and facilitates easy access for pedestrians, supporting walking and cycling. This direct access to high-quality green space contributes to the health and wellbeing of communities.

5.9. Policy JP-G2 outlines a strategic approach to the protection, management, and enhancement of Green Infrastructure to protect and enhance ecosystem services, including flood management, climate change mitigation and adaptation, by integrating new and existing green infrastructure into new development. The Proposed Development integrates new green infrastructure, including soft landscaping, trees, and rain gardens, into an underutilised site. This enhances the network and contributes to ecosystem services, such as flood management using SuDS.

5.10. Policy JP-G3 states that river valleys and waterways will be protected and improved as central components of the Green Infrastructure Network and a vital part of a Nature Recovery Network, contributing to local identity, quality of life, and the natural environment.

5.11. While not directly on a river or waterway, the enhanced green infrastructure and improved connectivity contribute to the wider Green and Blue Infrastructure network, which includes such elements. The implementation of SuDS indirectly protects water quality, supporting the policy's aims for the natural environment.

5.12. Policy JP-G6 stipulates that existing urban green space will be protected, new urban green space encouraged, and development designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling. The Proposed Development delivers new urban green space, and its design as a gateway to Mayfield Park enhances the positive use of this nearby green space by improving access and setting, offering opportunities for recreation and social interaction, and facilitating easy pedestrian access.

5.13. Policy JP-G7 references that there should be a considerable increase in provision of street trees within urban areas, and public access to trees should be enhanced, particularly by sustainable travel models. The inclusion of 19 new semi-mature trees enhances the urban canopy and public access to nature within a pedestrian-priority zone, aligning with this policy.

Manchester Core Strategy (2012)

5.14. The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be in order to be sustainable, meet local needs and take full advantage of opportunities.

5.15. The following policies have been considered as part of the assessment of the Proposed Development the key policies are outlined underneath:

- Policy DM1 (Development Management)
- Policy EN15 (Biodiversity and Geological Conservation)
- Policy EN11 (Quantity of Open Space, Sport and Recreation)
- Policy CC9 (Heritage and Design) and Policy EN1 (Design Principles & Strategic Character).
- Policy CC10 (A Place for Everyone)

5.16. Policy EN11 seeks to increase the provision of open space, ensuring it is accessible and enhances biodiversity. The Proposed Development creates a new 0.067 Ha public greenspace, designed with step-free entrances, permeable pathways, and dedicated seating, thereby enhancing accessibility and biodiversity in line with the policy's requirements.

5.17. Policy DM1 requires development to address specific issues including amenity, air quality, traffic, accessibility, and community safety. The Proposed Development will enhance air quality through significant tree planting and will improve road safety and traffic generation by converting a car park to public realm and promoting active travel, prioritises accessibility, and ensures community safety via a comprehensive HVM strategy, Secured by Design principles, effective lighting, and 24-hour surveillance.

5.18. Policy CC9 mandates high-quality design that respects the City Centre's context, character, and heritage assets. The design proposals demonstrate a high standard of design, sensitive to its proximity to heritage assets such as, the Grade II listed "Star and Garter" and Mayfield Park, using locally sourced and reclaimed materials such as Victorian stone cobbles and local sandstone, reflecting the Site and its surrounding's industrial heritage.

5.19. Policy EN1 requires development to adhere to design principles that enhance character, contribute to health and wellbeing, and protect the environment. The Proposed Development's high standard of design, utilising locally sourced and reclaimed materials, respects the City Centre's context and character, ensuring the scheme is sensitive to its historic surroundings and contributes positively to the area's strategic character.

5.20. Policy CC10 aims to promote the City Centre as an inclusive location for residents and visitors, increasing diverse activities and ensuring high accessibility. The Proposed Development aims to create a new, high-quality public greenspace with step-free access, permeable pathways, and accessible seating, fostering an inclusive and welcoming environment and diversifying City Centre activities.

Material Considerations

National Planning Policy Framework (2025)

5.21. National planning policy is contained within the National Planning Policy Framework ('NPPF'). The document sets out the Government's planning policies for England and how these are applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

5.22. The Government is committed to a plan-led system of development control, which was given statutory force by Section 38(6) of the 2004 Planning and Compulsory Purchase Act. Where an adopted or approved development plan contains relevant policies, Section 38(6) requires that an application for planning permission or an appeal shall be determined in accordance with the plan, unless material considerations indicate otherwise.

5.23. The NPPF (2025) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate, and necessary to do so.

5.24. The NPPF must be considered in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. The sections which hold the most pertinence to the proposals is discussed in the following paragraphs.

5.25. At the heart of the NPPF is a presumption in favour of sustainable development; the golden thread running through plan-making and decision taking. The NPPF notes that there are three dimensions to sustainable development:

- Economic – the NPPF outlines the Government's commitment to building a strong, responsive and competitive economy. Significant weight should be placed on the need to support economic growth through the planning system by ensuring that suitable development is available at the right time and location and identify and co-ordinate development requirements.

- Social – the NPPF aims to support strong and healthy communities by creating a high quality built environment with accessible local services that reflect the community's needs and support its health, social and cultural well-being.

- Environmental – the NPPF outlines how the planning system will protect and enhance our natural, built and historic environment.

Healthy, Inclusive, and Safe Places

5.26. Paragraph 96 promotes the creation of healthy, inclusive, and safe places through the provision of accessible green infrastructure, sports facilities, local shops, and layouts that encourage active travel.

5.27. The Proposed Development creates a walkable, accessible, and safe environment by transforming an underutilised brownfield site into a vibrant public greenspace. It prioritises pedestrian connectivity with step-free access, permeable pathways, and seating, ensuring inclusivity, and enhances safety through HVM, improved lighting, and CCTV, adhering to Secured by Design principles.

Local Green Spaces

5.28. Paragraph 107 highlights the importance of Local Green Spaces that are near the community, demonstrably special, locally significant, and local in character. The Proposed Development will create 670 sqm of public realm strategically located adjacent to Piccadilly Station and Mayfield Park, serving as a key arrival point for the local community and visitors.

5.29. Its significance lies in enhancing pedestrian connectivity, promoting biodiversity, and providing a visually appealing and tranquil urban environment, while respecting local character through reclaimed materials and naturalistic planting.

Climate Change and Green Infrastructure

5.30. Paragraph 164 emphasises that new development should avoid increased vulnerability to climate change impacts, including through incorporating green infrastructure and sustainable drainage systems. The Proposed Development demonstrates a strong commitment to climate resilience by integrating green infrastructure, such as rain gardens, permeable paving, and climate-adapted planting, to manage surface water and reduce flood risk. It also utilises reclaimed and locally sourced materials for circular economy principles and achieves a 326.31% biodiversity net gain, supporting climate adaptation.

5.31. The Proposed Development is fully aligned with the NPPF's objectives for sustainable development, green infrastructure, and community well-being. It will deliver a high-quality, accessible, and inclusive public greenspace that enhances connectivity, promotes active travel, and contributes to Manchester's broader regeneration and sustainability goals.

5.32. As such, the proposals represent a sustainable and forward-thinking approach to urban development and merits the full support of the Local Planning Authority.

Planning Policy Guidance

5.33. The National Planning Practice Guidance (NPPG) was introduced in March 2014 and last updated in February 2024. It sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource. The principle behind the NPPG fits in the wider objectives of the government's attempt to make the planning system simpler, clearer and easier for people to use.

5.34. The NPPG stresses the importance of good design, and that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, look good, last well and will adapt to the need of future generations.

5.35. The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design. The NPPG also sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.

5.36. The proposed design for Pigeon Triangle demonstrably aligns with the core principles of the NPPG. This is achieved through the creation of a high-quality, inclusive, sustainable, and resilient public realm, further reinforced by comprehensive pre-application engagement and a commitment to sustainability and good quality landscaping.

Manchester Draft Local Plan – Regulation 18 (2025)

5.37. MCC is currently bringing forward a new Local Plan that will set out how the city will meet the need for new development over the next 15 years. It will identify where new development will happen, which green spaces and other aspects of the environment will be protected or enhanced, and how transport and other infrastructure will be improved.

5.38. Following its initial 'Issues and Options' consultation in 2020 (the first stage of Regulation 18), the draft Local Plan has now progressed to the second stage of Regulation 18. This current phase typically involves presenting the Council's preferred policy options and detailed proposals for further public engagement and feedback, building upon the insights gathered previously.

5.39. As an emerging document, policies within the draft Local Plan are a material consideration in planning decisions. The weight afforded to these policies will increase as the plan progresses through its statutory stages, meaning they should be considered for this application in conjunction with the adopted development plan, reflecting their current stage of preparation.

5.40. The following policies have been assessed in relation to the Proposed Development:

- Policy EN1: Strategic Green and Blue Infrastructure
- Policy SI1: Protection of existing Open Space, Sport and Recreation land and facilities
- Policy SGL3: City Centre Areas – Piccadilly
- Policy SGL3: City Centre Areas – Mayfield

5.41. Policy SI1 acknowledges the uneven distribution of open space, particularly the deficit in central Manchester, and encourages innovative solutions for creating high-quality public open space within regeneration schemes.

5.42. The creation of new 670sqm public realm in central Manchester directly addresses the identified need for increased open space provision in high-density areas. By transforming an underutilised site into a high-quality public realm, the development provides an innovative solution for new open space within a key regeneration area.

5.43. Policy SGL3 (Piccadilly) focuses on maximising the opportunity of this transport hub, delivering high-density mixed-use development, and enhancing public realm with a focus on canal and river features, while improving sustainable connections. The Proposed Development, strategically positioned adjacent to Piccadilly Station, enhances the gateway location by creating a high-quality public realm. It improves sustainable connections for pedestrians, contributing to the area's vibrancy and supporting the wider regeneration objectives for this key City Centre area.

5.44. Policy SGL3 (Mayfield) emphasises making use of existing assets like Mayfield Park, Mayfield Depot, and the River Medlock, and enhancing heritage features, while providing high-density mixed-use development and improved connections.

5.45. The Proposed Development is integral to the Mayfield area, creating a new public greenspace that serves as a primary arrival point and gateway. Its design incorporates reclaimed materials, such as Victorian cobbles, to enhance heritage features and reflect the Site's industrial past, aligning with the Mayfield Regeneration Framework.

Our Manchester Strategy 2025 – 2035 (2025)

5.46. 'Our Manchester Strategy 2025 – 2035 (2025)' published in March 2025 highlights five persistent challenges for the city, including concerns regarding inequality, housing, climate change, quality of life and clean, green, and safe neighbourhoods.

5.47. To address these challenges, the document is structured around three principal priorities:

- **'Our People'** focuses on ensuring that Manchester's residents experience fulfilling lives.
- **'Our Neighbourhoods'** focuses on ensuring the city fosters civic pride by providing "good quality, attractive and affordable homes, and green spaces."
- **'Our City'** aims to secure the city's future development by promoting: "a growing economy, adaptation to climate change and reduced carbon emissions, and reliable transportation options for residents and visitors."

5.48. Priority 7 of the strategy seeks to "Create attractive and well-maintained neighbourhoods with high-quality facilities, services, and green spaces." This priority reflects MCCs commitment to investing in, enhancing, and expanding the city's 150 public parks and green spaces, with the overarching goal of "ensuring every resident has access to nature."

5.49. The Proposed Development aligns with this vision by enhancing the quality and appearance of Manchester's public spaces and contributing to the provision of accessible natural environments for all neighbourhoods.

Manchester Climate Ready Plan 2025-2030

5.50. The Manchester Climate Ready Plan 2025-2030 (the 'MCR Plan') is the city's current climate change strategy. It establishes a framework to guide residents, organisations, and decision-makers in progressing towards a zero-carbon and climate-resilient Manchester.

5.51. The MCR Plan outlines various objectives including the need to reduce greenhouse gas emissions and adapt to a changing climate. It also emphasises the importance of ensuring all new developments are built and operated sustainably, alongside expanding and enhancing the quality of the city's natural environment.

5.52. By transforming an underutilised brownfield site into a high-quality public greenspace, the scheme integrates green infrastructure as standard, incorporating extensive soft landscaping, the planting of 19 new semi-mature trees, and specialised ecological features such as, rain gardens. These elements are designed to manage surface water, enhance climate resilience, and foster biodiversity, supporting the Plan's aim to improve air quality, cool urban centres, and provide essential ecosystem services.

5.53. Furthermore, the formulation of a new pedestrian link between Piccadilly Station and Mayfield Park significantly enhances connectivity to green and blue infrastructure, aligning with the objective to connect green corridors and improve access to nature.

5.54. The Preliminary Ecological Appraisal and Biodiversity Net Gain Report submitted alongside this planning application confirms a substantial 326.31% net gain in habitat units, significantly exceeding the statutory 10% requirement, underscoring the project's commitment to a zero-carbon, climate-resilient future for Manchester. The Proposed Development therefore demonstrates adherence to the Manchester Climate Ready Plan.

The Manchester City Centre Transport Strategy to 2040

5.55. Manchester City Centre Transport Strategy to 2040 sets out the need to support the city's ambitions to grow, become carbon neutral by 2038 or sooner, while ensuring that it is well – connected to the wider area that it serves.

5.56. The Strategy provides a 20-year framework for future investment in and management of the city's streets and transport systems. This will be critical to recovering from the Covid-19 pandemic, setting the necessary conditions for city centre residents, visitors, and businesses to thrive.

- The strategy has the ambition to achieve the followings:
- Walking is the main way of getting around the City Centre;
- The City Centre is cleaner, greener and less congested;
- More people choose to cycle to destinations within the City Centre;
- The City Centre benefits from better public transport connections;
- Parking in the City Centre is smarter and integrated with other modes;
- Goods are moved and delivered sustainably and efficiently within the City Centre;
- Innovation is embraced where it benefits the City Centre and its users.

5.57. The Proposed Development directly supports the Manchester City Centre Transport Strategy to 2040 by repurposing an underutilised (partial) car park into high-quality public realm. This initiative promotes active travel, enhancing pedestrian connectivity between Piccadilly Station, the city centre, and Mayfield Park, whilst leveraging existing public transport infrastructure.

Biodiversity Strategy and Action Plan 2022-30 – the City of Manchester's Nature Recovery

5.58. MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable city.

5.59. The vision for green and blue infrastructure in Manchester is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the city.

5.60. Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015.

5.61. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality-of-life people expect and enhancing the City's global image as a place in which to live, work and invest. The Strategy was later updated in 2022, with a new Implementation Plan being developed, highlighting approaches, challenges and projects that will help bring the strategy to life over the coming years.

5.62. The strategy seeks to champion the role that nature plays in addressing many of the challenges which wildlife and our residents face, including climate change, poor health and wellbeing, pandemics, and air quality. The Plan seeks to protect and recover habitats throughout the city, increase the understanding, connection, and love for nature, and encourage everyone to recognise their role in Manchester's nature recovery.

5.63. The Proposed Development aligns with the Biodiversity Strategy by prioritising biodiversity enhancement, improving access to nature, and delivering high-quality, interconnected green space. Furthermore, it supports MCC's dedication to tackling the climate and ecological emergencies through the implementation of the Nature Recovery Network and the promotion of sustainable urban development.

Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015-25

5.64. Recognises that parks, river valleys, gardens, street trees, green roofs and canals are an essential part of creating a successful, liveable city. The 2025 vision is that high quality, well-maintained green and blue spaces will be an integral part of all neighbourhoods, with access for communities and workers, and stimulating business investment.

5.65. The Proposed Development directly adheres to the "Great Outdoors" strategy by creating high-quality public greenspace, serving as an integral, accessible arrival point between Piccadilly Station and Mayfield Park.

5.66. This enhances urban green infrastructure, promotes community access, and stimulates economic activity, aligning with the vision for a successful, liveable city.

5.67. Appendix B further details the Proposed Development's adherence to Manchester's Green and Blue Infrastructure Strategy.

Supplementary Planning Frameworks

Mayfield Strategic Regeneration Framework (SRF) (2018)

5.68. MCC first endorsed an SRF for Mayfield in 2010, envisioning a mixed-use neighbourhood. Updated in 2014 to align with Network Rail's Northern Hub programme, the area was later incorporated into the Piccadilly Masterplan and the HS2 Manchester Piccadilly SRF.

5.69. Following a competitive tender in 2016, MCC appointed U+I as development partner, leading to a refined SRF in 2018, reflecting an evolved vision, market changes, and alignment with MCC's strategic objectives.

5.70. The SRF addresses the Site's underutilisation and leverages its sustainable location near the city centre and Piccadilly Station. The vision is to transform Mayfield into a vibrant, mixed-use neighbourhood, centred on the retention of the historic Mayfield Depot and the creation of Mayfield Park.

5.71. The SRF outlines an appropriate mix of uses, including 1.5 million sqft of high-quality office floorspace, 1,500 homes across a mix of types and tenure, retail, and leisure facilities, meanwhile uses, and public spaces formed primarily around a new park. The regeneration of Mayfield is focused on achieving several key objectives designed to stimulate economic growth and deliver transformative change. These objectives include the delivery of:

- 4,800-7,800 new office jobs, plus retail and leisure positions.
- Up to 1,330 new homes.
- A 350-bedroom hotel.
- High-quality public realm, including a six-acre city park.
- Additional parking.
- Transformational change in East Manchester.

- Regeneration benefits for surrounding communities.
- Maximising opportunities from Piccadilly Station rail investments.

5.72. The SRF outlines key development principles to guide the transformation of Mayfield, ensuring proposals are thoroughly assessed, refined, and aligned with MCC's strategic objectives and the surrounding urban context. These principles are critical to achieving maximum regeneration outcomes throughout the development process.

5.73. It is important to note that the SRF serves as a flexible framework, providing guidance rather than prescriptive solutions. While the principles set a clear direction, individual plots are expected to evolve during the detailed design phase, adapting to changing market conditions.

5.74. The Site is situated within the north-western area of the Mayfield SRF boundary. This specific part of the estate has been formally designated as a 'pedestrian priority zone'.

5.75. Aside from Mayfield Park, the SRF outlines that the public realm is to be conceived as an 'extension of the park', seamlessly integrating green and high-quality hard landscaping, including street planting and SuDS elements for rainwater management and harvesting, throughout the commercial and residential areas.

5.76. The Proposed Development aims to provide a significant element of green space to visually break up the surrounding built environment, offering visitors dedicated areas for exploration, seating, and enjoyment. This proposed landscaping approach is fully consistent with the overarching proposals outlined in the SRF

Manchester Piccadilly (HS2) Strategic Regeneration Framework (2018)

5.77. Mayfield plays a pivotal role within the Manchester Piccadilly SRF, endorsed by MCC in June 2018. The SRF provides a strategic vision for development around Manchester Piccadilly Station, aiming to unlock the area's significant regenerative and economic growth potential as a key multi-modal transport hub.

5.78. Despite the cancellation of HS2: Phase 2 in October 2023, Manchester Piccadilly remains one of the most strategically connected and commercially significant mixed-use development opportunities in the UK.

5.79. The SRF is projected to create over 40,000 new jobs, alongside extensive public realm improvements, placemaking initiatives, and residential developments, many of which have already commenced over the past five years.

5.80. The Proposed Development directly supports the SRF's core objectives by establishing a key interface, integrating the city centre with the emerging Mayfield Neighbourhood. This new public greenspace will serve as a vital arrival point from Piccadilly Station to Mayfield Park, enhancing pedestrian connectivity and activity, and maximising opportunities from rail investments to foster a vibrant, mixed-use neighbourhood.

6. Summary and Conclusions

6.1. This Planning Statement has been prepared in support of an application for Full Planning Permission for the redevelopment of Pigeon Triangle, Manchester City Centre, to create an operational public realm space on a currently underutilised site.

6.2. The Proposed Development represents an optimal use of an underutilised brownfield site, delivering significant public realm enhancements that align with national, regional, and local urban regeneration priorities. The Site's accessible location promotes sustainable transport choices.

6.3. Environmentally, the scheme integrates SUDs and prioritises the use of recycled and reclaimed materials, thereby contributing to flood resilience and reducing the embodied carbon footprint. These measures collectively demonstrate strong alignment with the NPPF sustainable development objectives, Manchester's Green and Blue Infrastructure Strategy, and the city's Net Zero agenda.

6.4. The proposed public realm will support the visitor economy, enhance connectivity to the Mayfield Estate, and is projected to generate increased footfall, providing economic benefits to local businesses and the wider city centre economy.

6.5. Pre-application engagement with MCC in conjunction with consultation with GMP and relevant technical consultants, has guided the evolution of the Proposed Development, aiming to achieve a viable and deliverable scheme for the Site.

6.6. The Proposed Development has been designed to respond to the surrounding area and context and will result in a range of economic, social, and environmental benefits as outlined below:

- **Reuse of Underutilised Land:** Repurposes an underutilised site into a vibrant asset, aligning with urban regeneration.
- **Boosts Manchester's Economy:** Supports the visitor economy and economic growth through improving placemaking within a key regeneration area.
- **Sustainable Development:** Adheres to sustainable principles via brownfield reuse, sustainable transport, SUDs (rain gardens, permeable paving), and recycled materials.
- **Significant Biodiversity Net Gain:** Achieves a biodiversity net gain exceeding the statutory 10% requirement, enhancing ecological value.
- **Improved Pedestrian Access**: Enhances connectivity within the street network, including a new route from Manchester Piccadilly Station through to Mayfield Park, fostering a vibrant urban environment.
- **High-Quality Design:** Creates a distinct sense of place and enhances the pedestrian environment with new, high-quality landscaping.
- **Inclusive and Accessible:** Prioritises universal accessibility with features for mobility impairments and located in a highly accessible location.

6.7. The policy assessment in Section 5 of this Planning Statement has demonstrated the scheme's adherence with the Development Plan when taken as a whole, as well as relevant material considerations such as the NPPF. Furthermore, the scheme's contribution to economic, social and environmental objectives has been clearly evidenced.

6.8. Thus, the Proposed Development has a compelling case for approval and merits the full support of the Local Planning Authority.

Appendix A – Application Documents

The Application is supported by the following documents:

Document	Prepared by
Planning Application Forms, Fees and Ownership Certificates	Deloitte
Application Covering Letter	Deloitte
Application Fee	Landsec
Design and Access Statement	SEW
Plans and Sections	SEW
Ground Conditions Desk Based Assessment	Buro Happold
Letter of Comfort (GMP)	GMP
Flood Risk Assessment and Drainage Strategy	Buro Happold
Preliminary Ecological Appraisal and Biodiversity Net Gain (including Bat Roost Assessment)	Buro Happold
Construction Management Plan	Eric Wright

Appendix B – Response to Green Blue Infrastructure

This 'Response to the Green and Blue Infrastructure Strategy for Manchester' ("the Statement") accompanies an application for Full Planning Permission for the development of Pigeon Triangle submitted to MCC.

The Statement sets out how the Proposed Development responds to the vision and objectives set out in the Manchester Green and Blue Infrastructure Strategy (2022) ('The G&BI Strategy'). In turn, this Statement also demonstrates how the Proposed Development addresses the following policies from the Local Development Plan:

Document	Policy
Manchester Core Strategy (2012) – Updated March 2024 following adoption of Places for Everyone Joint Development Plan	Policy EN9 – Green Infrastructure Policy EN15 – Biodiversity and Geological Conservation
The Places for Everyone Plan (2024)	Policy JP-Strat13 – Strategic Green Infrastructure Policy JP-G2 – Green Infrastructure Network Policy JP-G3 – River Valleys and Waterways Policy JP-G6 – Urban Green Space Policy JP-G7 – Trees and Woodland Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity

It should be read in conjunction with the Design and Access Statement (prepared by SEW) and submitted in support of the application.

The G&BI Strategy

Manchester's Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015-25 was adopted by MCC in July 2015 and subsequently updated in 2022, highlighting approaches, challenges and projects that will help bring the Strategy to life over the coming years.

MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.

The overarching vision for the Strategy remains as follows:

"By 2025, climate-resilient well-maintained green and blue spaces remains an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces, and safe green routes for walking, cycling and exercise throughout the city. Green and blue infrastructure will be supporting Manchester's growth."

Four objectives have been established to enable the vision to be achieved:

- Improve the quality and function of existing green and blue infrastructure;
- Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth;
- Improve connectivity and accessibility to green and blue infrastructure within the city and beyond; and,
- Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides for residents, the economy and the local environment.

Section 3 of the updated G&BI Strategy outlines the progress to date and noted that the G&BI Strategy has acted as catalysts for some of the most groundbreaking environmental projects in Manchester. The Strategy has encouraged collaboration, bringing together organisations in order to deliver bold, innovative action that will benefit Manchester for many years to come.

Section 3.4 of the G&BI Strategy recognises that Manchester is a growing city, with plans for significant growth and development over the coming decade. High quality, green and open space that is appropriate to its location, well designed and well maintained will be an important and integral part of creating successful developments and supporting the city's growth.

The G&BI Strategy provides initial guidance on how developers can achieve this and recognises that different approaches will be required for different types of development and that different solutions, appropriate to the location, will be needed on each scheme. By considering green infrastructure from the beginning of the design process, developers will be able to understand the surrounding landscape, opportunities to enhance and link to it, and the types of green and open space that could be incorporated within and add value to the development itself.

The Application Site

The Site comprises an unused gravel-covered area to the east, part of Travis Street car park to the west, and Baring Street with footpaths running along each side. Strategically positioned, the Site is adjacent to Piccadilly Train Station and lies north of Mayfield Park thus, Pigeon Triangle is central to a dynamic area undergoing significant transformation, guided by the Mayfield and Sister Regeneration Frameworks. These initiatives aim to deliver a vibrant mix of commercial, residential, and leisure uses, alongside Mayfield Park (opened 2021), fostering enhanced pedestrian connectivity between the city centre and emerging districts south of Piccadilly Station.

The Proposed Development

The Proposed Development entails the creation of a new 0.067 Ha public greenspace, designated as a primary arrival point and gateway to Mayfield Park from the City Centre and Piccadilly Station. The scheme incorporates integrated soft and hard landscaping, featuring naturalistic planting and the strategic implementation of rain gardens for effective surface water management.

Design principles prioritise sustainability and local authenticity, evidenced by the extensive use of reclaimed materials, including concrete slabs, Victorian cobbles, and local sandstone, which respectfully draw upon the Site's industrial heritage. The planting strategy is designed to thrive within the urban environment, utilising lush, resilient, and climate-adapted species, including drought and flood-tolerant varieties, thereby establishing an ecological haven. Furthermore, the scheme includes accessible seating provisions to enhance pedestrian movement, inclusivity, and public amenity, reflecting Manchester's evolving urban identity while honouring its historical context.

Assessment of the Proposed Development

This section outlines the vision and objectives of the Manchester Green and Blue Infrastructure Strategy 2022 and response from the Proposed Development.

Green and Blue Infrastructure Objectives

As set out above, the G&BI Strategy establishes four objectives to enable the vision to be achieved. Table B.1 below considers the Proposed Development (as described in Section 1) against these objectives.

Table B.1 The Proposed Development's Response to Green and Blue Infrastructure Objectives

Objective:	Responses:
1. Improve the quality and function of existing Green and Blue Infrastructure to maximise the benefits it delivers.	This development enhances the City's green and blue infrastructure by optimising a currently underutilised site, preventing encroachment on undeveloped land. The proposal to create a brighter, connected path directly enhances the functionality of the green and blue network, improving accessibility and guiding visitors to the wider Mayfield Estate. This approach maximises the benefits delivered by the existing infrastructure, making it more accessible, usable, and integrated into the urban fabric.
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth.	Green and blue infrastructure serves as a fundamental component to this scheme which comprises soft and hard landscaping, the incorporation of a rain garden, and holistically designed street furniture. These elements collectively leverage green and blue infrastructure principles to create vibrant, resilient, and appealing public spaces. Furthermore, the Site's central location ensures that these enhancements directly support the city's ongoing development and expansion, making the green and blue infrastructure an integral part of its sustainable growth.
3. Improve connectivity and accessibility to Green and Blue Infrastructure within the City and beyond.	The scheme will significantly enhance connectivity and accessibility to the city's green and blue infrastructure networks. By improving pedestrian access, it directly facilitates movement between key urban points, such as Piccadilly Station, and vital green spaces like Mayfield Park. This intervention addresses current limitations in movement within the area, creating new pathways and linkages through thoughtful implementation of soft and hard landscaping and an improved public realm.

Objective:	Responses:
	Ultimately, this will strengthen the integration of green and blue assets, making them more accessible for residents and visitors, and fostering a more connected urban environment.
4. Improve and promote a wider understanding and awareness of the benefits that Green and Blue Infrastructure provides to residents, the economy and the local environment.	This development's design promotes a wider understanding and appreciation of Green and Blue Infrastructure benefits. By creating innovative public realm and green spaces, it enhances engagement with Manchester's Green and Blue Infrastructure, highlighting its value to residents, the economy, and the local environment.

Manchester Core Strategy (2012)

Policy EN9 Green Infrastructure

Core Strategy Policy EN9 sets out that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current G&BI Strategy, the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Policy EN15 Biodiversity and Geological Conservation

Core Strategy Policy EN15 states the Council will seek to maintain or enhance sites of biodiversity throughout the City and that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Places for Everyone Plan (2024)

Policy JP-G2 – Green Infrastructure Network

Policy JP-G2 states "a strategic approach will be taken to the protection, management and enhancement of our Green Infrastructure in order to protect and enhance the ecosystem services which the Green Infrastructure Network provides, including flood management, climate change mitigation and adaptation." Where it is deemed feasible, new and existing green infrastructure should be integrated into new development so as to protect, enhance, and expand the green infrastructure network.

Policy JP-G3 – River Valleys and Waterways

Policy JP-G3 states "river valleys and waterways will be protected and improved as central components of our Green Infrastructure Network and a vital part of a Nature Recovery Network, making a major contribution to local identity, quality of life and the natural environment."

Policy JP-G6 – Urban Green Space

Policy JP-G6 stipulates that existing urban green space will be protected whilst new urban green space is encouraged to be delivered. Development should be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.

Policy JP-G7 – Trees and Woodland

Policy JP-G7 references there should be a considerable increase in provision of street trees within urban areas, and public access to trees should be enhanced particularly by sustainable travel models.

Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity

Policy JP-G8 promotes biodiversity enhancement through various initiatives and put strong emphasis on nature conservation, access to nature, and habitats enhancement.

Applicant's Response to Relevant Planning Policy

The Proposed Development demonstrates strong adherence to the green infrastructure and biodiversity policies outlined in the Manchester Core Strategy (2012) and the Places for Everyone Plan (2024).

In accordance with Core Strategy Policy EN9 (Green Infrastructure), the scheme significantly enhances the existing green infrastructure network by transforming an underutilised site into a high-quality public greenspace. This includes extensive soft landscaping, tree and shrub planting, and the creation of a rain garden, thereby improving the quantity, quality, and multi-functionality of green assets. The development also creates a vital pedestrian linkage, improving connectivity to and between green spaces within the wider Mayfield Neighbourhood.

Furthermore, the proposal directly addresses Core Strategy Policy EN15 (Biodiversity and Geological Conservation) and Places for Everyone Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity). The Preliminary Ecological Assessment and Biodiversity Net Gain Report (Buro Happold, 2025) confirms the Proposed Development is expected to deliver a 326.31% net gain in habitat units, significantly exceeding the statutory 10% requirement. This is achieved through the implementation of a diverse range of native and climate-adapted plant species, establishing an ecological corridor, and enhancing biodiversity within a dense urban setting.

The scheme also aligns with Places for Everyone Policy JP-G2 (Green Infrastructure Network) by integrating new green infrastructure that contributes to ecosystem services, including flood management through Sustainable Drainage Systems (SuDS) such as permeable paving and the rain garden. It supports Policy JP-G6 (Urban Green Space) by delivering new, high-quality urban green space that provides a positive setting, offers opportunities for recreation and social interaction, and facilitates easy access for pedestrians. The provision of new trees and strategic planting further supports Policy JP-G7 (Trees and Woodland), enhancing public access to nature and contributing to the urban canopy.

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