

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144137/LO/2025

Date registered valid: 20 October 2025

Proposal: Listed Building Consent for internal alterations to form storage area.

Address: Manchester Piccadilly Station, Piccadilly Station Approach,
Manchester, M60 7RA

Ward(s): Piccadilly Ward

Applicant: Transpennine Express

Agent (if any): Mr Francis Strzala Architects

Case officer: Lea Joseph
Tel: 0161 227 3644
Email: lea.joseph@manchester.gov.uk

Recommendation: **Approve**

Date of recommendation: **9 December 2035**

Application details

Type of application: Listed Building Consent

Development type: Listed building alteration

Date of site visit: 17 November 2025

Standard consultations:

Printed: 28 October 2025 Expired: 18 November 2025

Neighbour notifications

Printed: 28 October 2025 Expired: 18 November 2025

Site notice

Posted: 4 November 2025 Expired: 25 November 2025

Press advert

Published: 4 November 2025 Expired: 25 November 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

The application site is two arches located in the Northwest section of the Piccadilly Station undercroft. This area is closed to the public and consists of offices, storage and preparation areas for business within the station including rail companies, and commercial vendors. The undercroft is open at its Western end in order to allow for good deliveries to the station tenants. The station is bounded by Whitworth Street, Farfield Street, Store Street and Broad Street.

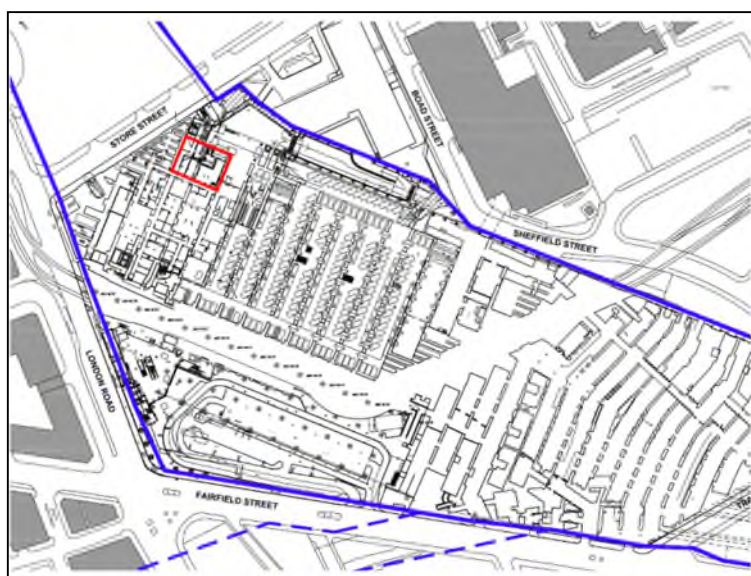
The first arch is presently used as a storage area and staff offices. At the entry point is a desk, dry food storage and a charging point for catering equipment, then there is a loss of elevation in the adjacent room with cold storage, and food trolley storage and an additional office. Original brickwork is present in parts of this arch, alongside a modern breeze block wall, the curved high ceilings that characterise the undercroft are present across this arch. In arch two original columns are present. Currently all storage and equipment is free standing.

The second arch is presently vacant and features almost entirely original brick finishes and the vaulted arches that characterise the structure. This arch has no existing partitions, and as such the ceiling and volume were apparent

The Piccadilly undercroft arches were constructed as part of the creation of an expanded station in the 1860s at the same site as the first station constructed in 1840s in order to respond to overcrowding. The station undercrofts use remain similar in the present day as an area for storage and movement of goods. Tenants have modified their spaces uses partitions, wall cladding, and suspended ceilings.

The site's architectural significance come from the quality of the undercroft which is sited below ground level and characterised by it's high ceiling, wide expanses of brick wall and brick vaulting and cast-iron features. The asset's historic significance is by virtue of its role as one of the city's major rail stations and it's use for both passengers and freight.

Another area of the station, the former goods offices at London Road, are Grade II Listed.



Description of area

Piccadilly Station is located within the heart of Manchester City Centre. The station is well connected to the Retail Core, Northern Quarter, Kampus, Ancoats/New Islington and Mayfield. Piccadilly Station is Manchester's busiest, as such there is high volume of pedestrian and automobile traffic at the station approach.

The area is of a highly commercial character, with Piccadilly Station forming the core of movement and activity and contributing to the area's sense of place.

The area has a high volume of hotel, bar and restaurant uses (Class E). Nearby listed assets include Hollaway's sculptural wall at London Road (Grade II), No. 18 and 20 Fairfield Street (Grade II), and the Police and Fire Station (Grade II).

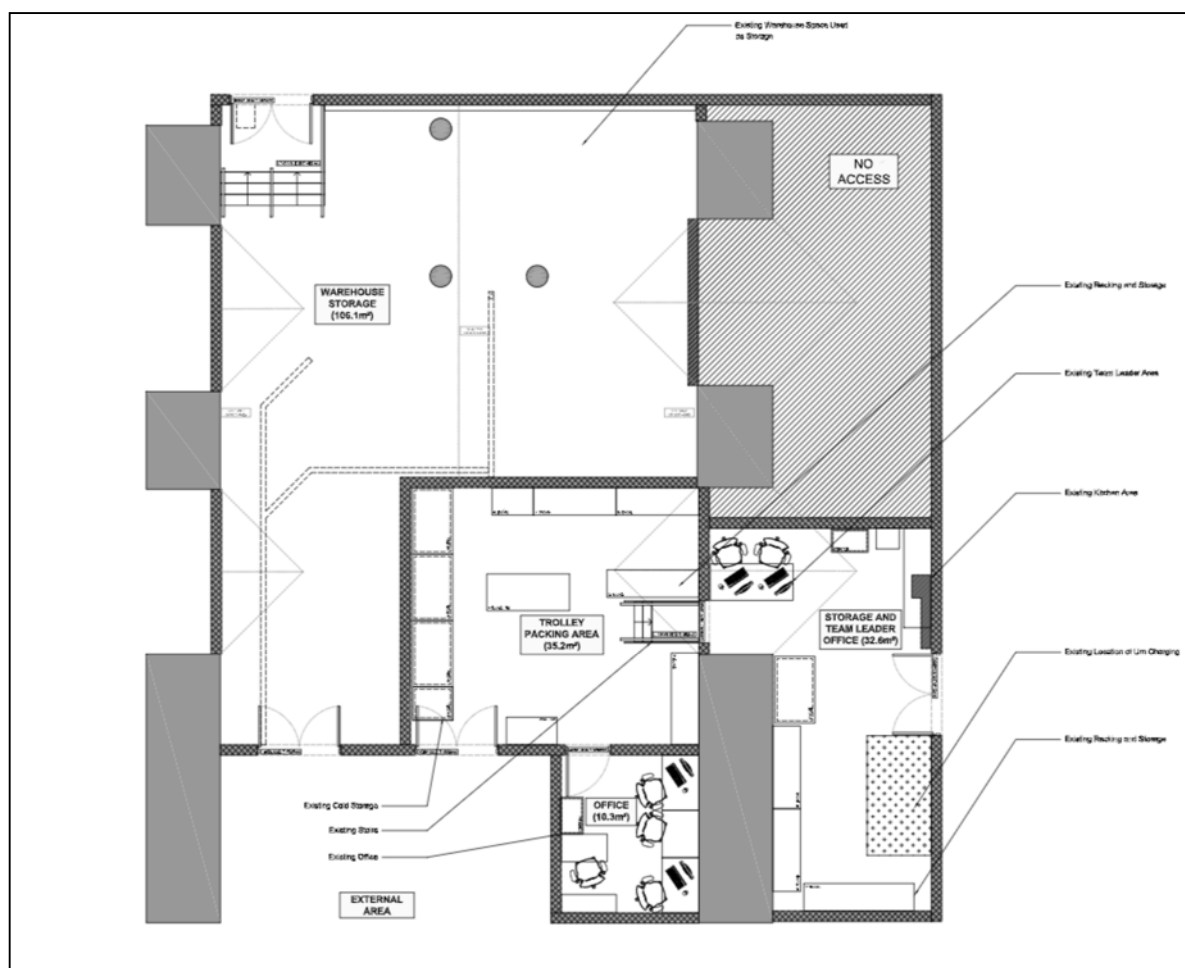
Description of development

Listed building consent is sought for internal alterations to two undercroft arches. The aim of the works is to fit out a warehouse space in the undercroft of Piccadilly Station, providing improved storage facilities to accommodate an increase in capacity of TPE's catering service along with

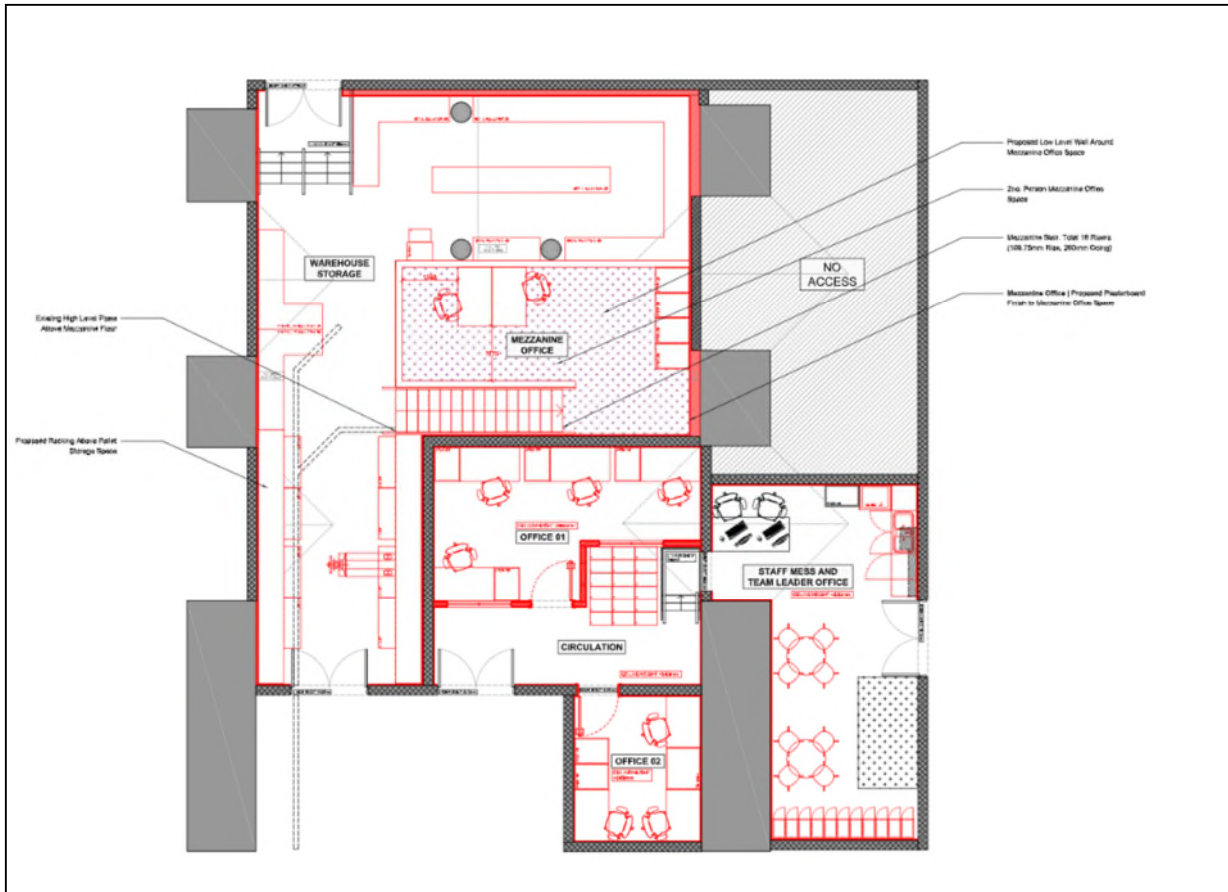
the refurbishment of existing staff facilities. There are no external works and visually the structure will not change externally.

One currently vacant arch will be renovated to form a storage area; the currently occupied arch will be fitted out to allow for offices and a staff mess area. At present the applicant company uses a small space for storage, staff mess, offices, trolley packing, charging of trolley equipment, and hot and cold storage. The space is cramped with difficulty to move around, and insufficient space to store the goods. There is currently an extremely small space available as a tea point and staff meal area and this space has standing room only. The internal alterations proposed would include:

- Addition of hygienic wall cladding to warehouse storage area in Arch 2
- Installation of a suspended ceiling to Arch 1 to minimise energy usage in heating the high vaulted ceilings
- Installation of a mezzanine with office and partial suspended ceiling to Arch 2



Existing floor plan



Proposed floor plan

Consultations & Notification Responses

Publicity

A site notice was posted. Letters have also been sent out to local businesses and residents. No representations have been received.

Planning History

103618/LO/2013/C1 | Works to viaduct comprising partial widening, select demolition of arch infills and parapet, removal of cast iron Water Street bridge and replacement with new span. Fabric repairs and ancillary works. (Approved March 2015 by Secretary of State).

Policy

The following policies are relevant to consideration of this application within the development plan:

Manchester Core Strategy (2012-2027)

EN3 Heritage

SP1 Spatial Principles
DM1 Development Management

Saved Unitary Development Policy

DC19 Listed Buildings

Places for Everyone Joint Development Plan

JP-P1 Sustainable Places

JP-P2 Heritage

Planning (Listed Building and Conservation Areas) Act 1990

Sections 16 and 66

Issues

Principle of development

The development relates to enhancing TPE's food service provision in the Station undercroft which supports railway passengers using the station. The proposed works would enhance storage capacity of the existing space and level of comfort for employees who handle deliveries, pack trolleys and conduct administrative work within the offices. The use of space, which facilitates the railway tenant's operations from Piccadilly Station does constitute a complementary end use, as the storage of perishable food products requires proximity to the rail station. Subject to considerations of harm and impact on the heritage asset the proposed works would be acceptable in principle pursuant to policy JP-P1 and SP1.

Impact on the significance and character of the heritage asset

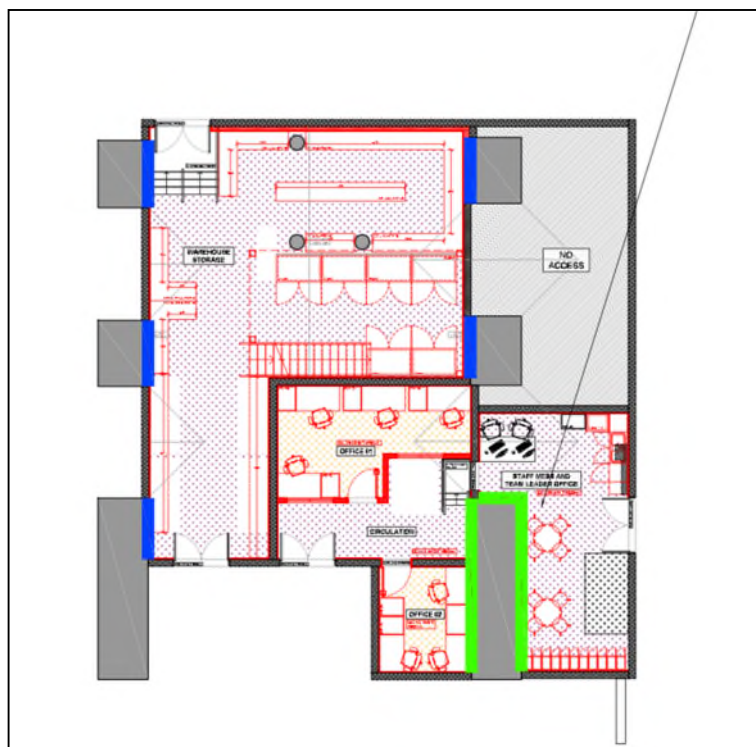
Policy DC19 requires that development proposals impacting listed structures consider the asset's character and appearance, and states that proposal should facilitate the continued use and maintenance of assets. Policy JP-P2 requires that development proposals sustain and enhance the City's heritage while contributing to 'economic viability, accessibility and social wellbeing'. Policy SP1 requires that development proposals make a positive contribution to their environment in design and social impact.

Key features such as the undercroft's materiality and form, its brick vaulted ceilings and original iron columns have informed the considerations of heritage impact at the site. All original columns will be retained, with no works to their appearance proposed. Within the warehouse space the vaulted ceiling a key areas of historic fabric would remain exposed storage area to allow a retention of the appreciation of the overall character of the space.

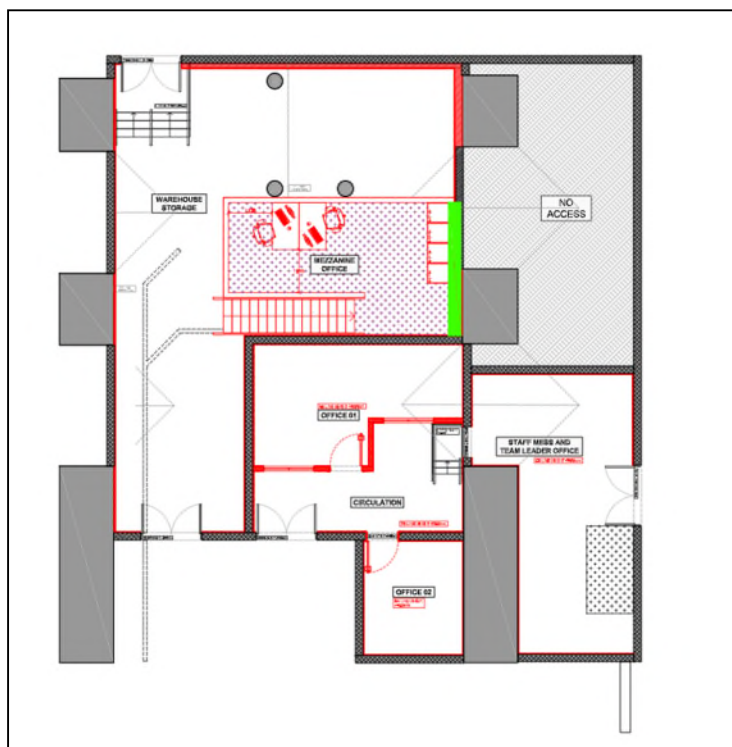
In order to minimise harm to the heritage asset, the proposed hygienic wall cladding will be installed only within areas where commercial food is prepared or stored. Areas where proposed wall cladding would be installed do not feature historic fabric but are composed of breeze block brick and concrete blockwork. Original brick will remain exposed throughout proposed offices. Within the proposed 'Warehouse Storage' historic fabric is present at the location of the proposed mezzanine office; this will remain exposed.

A partition would be installed in the existing cold storage and trolley packing area for the creation of an additional office space. This partition wall would be affixed to the proposed suspended ceiling with no physical impact on historic features within the space.

The proposed installation of wall cladding and partition would enable ongoing use of the space to enhance the experience of staff and the capacity of the existing use while mitigating impact on the original features. Taking into account the above the proposal would be acceptable pursuant to policies DC19, SP1 and JP-P2.



Proposed ground floor plan. Areas marked green are historic brick, areas marked blue would be treated with hygienic wall cladding.



Proposed mezzanine plan.

A suspended ceiling would be installed into the proposed staff offices, circulation and staff mess. The ceilings proposed would be sufficiently low so as to not penetrate into historic ceiling and brick vaulting. The area's marked green in the above image denote where the proposed ceiling would interface with historic wall brickwork. Timber joists will be inserted with a plasterboard ceiling affixed to the timber. Minimal penetration will be made into the historic fabric to secure the joists, and all penetrations would be made into the mortar rather than brick. The insertion of the suspended ceilings would result in a medium level of harm.

However the insertion of suspended ceilings is proposed as a necessary alteration in order to minimise energy use in the space. The existing height of the ceilings greatly increases the amount of heating required for thermal comfort within the arch. As such the proposed insertion of ceiling would allow the applicant to meet the business's needs regarding maintaining a habitable workspace, which is occupied around the clock by employees, and minimise excessive carbon usage. In the proposed Warehouse Storage area, the vaulted ceilings that lend the site its historic significance will remain visible.

Proposed lockers, racking and other furniture would be items of freestanding furniture and not physically impact on historic fabric and would cause negligible harm.

Section of proposed mezzanine office

Given the reversibility of the above interventions, the adverse impacts from changes to the volume and expanse of the spaces and concealment of original fabric by way of wall cladding would result in a medium level of less than substantial harm to the asset.

The proposed works have been clearly justified and would be fully reversible. They would result in necessary economic and social wellbeing benefits. The further adaptation of the space would support the services offered by the applicant as part of the railway and support strategic goals around high-capacity transport infrastructure and services within Manchester. As the centre of food service operations for the applicant the space is well-sited for efficient handling of goods and the flow of employees between the upper storeys of the station and the undercroft. Therefore, expansion into the second arch and rationalisation of the uses of the first

arch would have a substantial economic benefit and while supporting the railway sector, a sustainable transport mode used by millions each year. The social benefit to employees is also notable. Their comfort in the site would be enhanced by the proposed layout and the proposed addition of a staff mess.

There would be environmental benefits from the reduction in carbon emissions associated with excessive heating of the expanded operational area.

In addition, the continued use of the site is consistent with policy goals for appropriate uses of heritage assets that conserve their historic significance.

In terms of the above the public benefits are considered to outweigh the overall harm from the proposals.

Conclusion

It is considered that on balance the benefit to employees and rail passengers of the improved facilities and from reduced carbon emissions would outweigh the less than substantial harm caused by the works.

For the reasons set out above the proposal would therefore be in accordance with Core Strategy policies EN3, SP1, DM1, saved Unitary Development Plan policy DC19 and Places for Everyone Joint Development Plan policies JP-P1 and JP-P2 and section 16 of the NPPF. Given the reversibility of interventions the test in S16 and S66 of the Planning and Listed Buildings in relation to preservation would be met.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the

planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

In assessing the merits of a planning application, officers will seek to work with the applicant in a positive and proactive manner to seek solutions to problems arising in relation to dealing with the planning application. All such issues have been resolved due to the discussions within the applicant and the conditions.

Condition(s) to be attached to decision for approval

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

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

- 2) The development hereby approved shall be carried out in accordance with the following drawings and documents:
 - Drawing: 3419-LBC-107 (Received 30 September 2025)
 - Drawing: 3419-LBC-106A (Received 9 December 2025)
 - Drawing: 3419-LBC-105 (Received 30 September 2025)
 - Drawing: 3419-LBC-104A (Received 9 December 2025)
 - Drawing: 3419-LBC-103A (Received 9 December 2025)
 - Drawing: 3419-LBC-102A (Received 9 December 2025)
 - Drawing: 3419-LBC-101A (Received 9 December 2025)
 - Drawing: 3419-LBC-010 (Received 30 September 2025)
 - Drawing: 2419-LBC-SK101A (Received 2 December 2025)
 - Document: Design and Access Statement Including Heritage Impact Statement (Received 20 October 2025)

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC19.

- 3) Notwithstanding the details submitted with the application, prior to the commencement of works details of jointing and fixing details between all component materials of the suspended ceiling and mezzanine shall be submitted to and approved in writing by the Local Planning Authority.

Reason - In order to ensure a satisfactory treatment of historic fabric in the interests of preservation and enhancement in accordance with policies SP1 and DM1 of the Core Strategy, saved policy DC19 and the requirements of the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Heritage & Urban Design

Staycity Manchester, 8B Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
The Co-operative Food, 11 - 15 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
9 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
8A Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
16 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
10 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
Fifth Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Fourth Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
ACAS, Third Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Second Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
First Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Ninth Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Eighth Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Seventh Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Sixth Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Ground Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD
Piccadilly Gate, Store Street, Manchester, M1 2WD
Ground Floor Room G45, Rail House, Store Street, Manchester, M1 2RP
Ground Floor Rooms G51a G51 And G52, Rail House, Store Street, Manchester, M1 2RP
Ground Floor Rooms G47c-G47e And G48-G48a, Rail House, Store Street, Manchester, M1 2RP
Ground Floor Canteen, Rail House, Store Street, Manchester, M1 2RP
Ground Floor Room G41, Rail House, Store Street, Manchester, M1 2RP
Ground Floor Room G47, Rail House, Store Street, Manchester, M1 2RP
Seventh Floor And Eighth Floor, Rail House, Store Street, Manchester, M1 2RP
Ground Floor, Rail House, Store Street, Manchester, M1 2RP
Rail House, Store Street, Manchester, M1 2RP
Ninth Floor, Rail House, Store Street, Manchester, M1 2RP
17 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (June 2022)
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: CENTRAL