TMT

DESIGN + REFURBISH + FIT OUT

TMT Commercial Contractors Ltd, Kingfisher Court, Yew Street, Stockport, SK4 2HG

Commercial Build and
Refurbishment Specialists

Construction Management Plan

Project Information

Client: Legal and General Assurances (Pensions Management) Limited

Project Duration: 22/06/2026 – 12/10/2027

Planning Application Number: 144522/FO/2025

Contract Administrator: Colliers

Planning Consultants: Savills (UK) Limited

Principal Contractors: TMT Commercial Contractors Ltd

Section 5 Comments: Prior to the commencement of any construction, including stirp out and Creation of new rooftop pavilion, external terrace and lift access, and enclosure of ground level walkway to create new internal floorspace with associated elevational alterations and the introduction of PV panels to the roof. Construction Management Plan (CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, Manchester City Council. The approved management plan shall include details relating to construction access, hours of construction, the location of the contractors compounds, hoardings, material storage areas and contractors parking and a scheme for the management and suppression of dust from construction activities and the inclusion of the local community. It shall also include a method of external refurbishment and internal refurbishment works. All site operations shall then be undertaken strictly in accordance with the approved CMP for the duration of the construction programme.

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Executive Summary

The construction works to be carried out at 1 Piccadilly Gardens, can affect the environment and local community in several ways. It is important to ensure adequate control measures are adopted to prevent harm to the environment and protect human health.

This Construction Management Plan (CMP) provides detailed management proposals and the environmental impacts associated with the works will be managed. In summary this plan:

- Identifies the risk and issues associated with the works including environmental issues
- Sets out the mitigation and management measures for the risks
- Describes the monitoring of the key issues including environmental and community.
- Describes how the requirements of the CMP are implemented, particularly with regards to protocols and procedures.
- This plan must be used in conjunction with the site construction phase management plan;
- This plan aligns with the control of dust, noise and emissions during construction and is to be used in conjunction with the air quality and dust management plan.
- This plan includes community consultation plan
- Highlights Traffic Management Plans that may affect the surrounding roads with measures for vehicle, pedestrians and cyclists.

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Revision History

Version	Date	Section	Changes
1	05.06.2026		

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1. Introduction

1.1. Scope

Internal stirp out and Creation of new rooftop pavilion, external terrace and lift access, and enclosure of ground level walkway to create new internal floorspace with associated elevational alterations and the introduction of PV panels to the roof. This Construction Management Plan (CMP) is designed to satisfy the Pre-commencement Planning and Construction Activities onsite for the duration.

This Construction Management Plan (CMP) sets out the strategy and procedures for managing all construction-related activities associated with the proposed development. The plan has been prepared to ensure that works are carried out safely, efficiently, and with minimal disruption to the surrounding community, highway network, and environment, in accordance with the requirements of Manchester City Council.

1.2. Purpose of the CMP

The purpose of this document is to:

- Demonstrate how construction activities will be effectively managed and controlled.
- Minimise impact on neighbouring properties, residents, businesses, and road users.
- Ensure compliance with relevant planning conditions, environmental legislation, and best practice guidance.
- Provide a framework for communication between the contractor, local authority, stakeholders, and the public.

1.2.1. Site Management & Construction Activities

TMT Commercial Contractors will be responsible for day-to-day site management and will implement:

- Secure site hoarding and controlled access/egress points.
- Clearly defined pedestrian and vehicle segregation measures.
- Safe working practices in accordance with CDM Regulations.
- Designated storage areas for materials, plant, and waste.
- Emergency access maintained at all times.

Working hours will comply with those agreed with Manchester City Council (typically 07:00–18:00 Monday–Friday and 08:30–14:00 Saturday, unless otherwise approved).

1.2.2. Deliveries & Traffic Management

A coordinated logistics strategy will be implemented to minimise disruption to the local highway network. Measures include:

- A Delivery Management System (DMS) with pre-booked time slots.
- Avoidance of peak traffic hours where practicable.
- Use of approved haulage routes agreed with the local highways authority.
- On-site banksmen to manage vehicle movements.
- No waiting or unloading on the public highway unless agreed.
- Swept path assessment completed prior to commencement inline with site logistical plan.
- Designated area within the existing loading bay to be utilised to deliver and offload equipment

- Waste to be removed through the existing internal routes up the basement car park area to the loading bay minimising exposure to the general public and mitigating pollution and disruption
- Contractor Parking to be arranged within building management for TMT staff and all other vehicles will utilise the loading bay to drop materials and use offsite parking around the Manchester area
- Deliveries to the hoist area will be completed outside of peak times minimise congestion and disruption to the general public and neighbouring tenants. This route will be manned by banksman and transported through the double doors in the hoarding opposite the Duke of Wellington statue.
- These doors will be kept locked at all time unless supervised by competent and inducted personnel by TMT
- TMT shall engage and work alongside additional contractors onsite (mainly the Piccadilly Gardens regeneration project) to schedule deliveries and congestion to the local area and businesses.

All contractors and suppliers will be issued with a Logistics Plan outlining access routes, safety requirements, and behavioural expectations.

1.2.3. Environmental Management

Environmental protection is a key component of this CMP. The following controls will be implemented:

Noise & Vibration

- Compliance with BS 5228 guidance.
- Use of modern, well-maintained plant fitted with silencers.
- Monitoring where required.
- Selection of low-vibration construction methods where practicable.

Dust & Air Quality

- Damping down during dry conditions.
- Sheeting of vehicles transporting loose materials.
- Use of enclosed cutting/grinding equipment with dust suppression.
- Hard-surfaced haul routes where feasible.

Waste Management

- Site Waste Management principles applied.
- Segregation of waste streams for recycling.
- Licensed waste carriers used for all disposals.
- Regular removal to prevent accumulation.

Pollution Prevention

- Designated refuelling areas with spill kits available.
- Bunded storage for fuels and hazardous substances.
- Surface water protection measures to prevent contamination of drains or watercourses.

1.2.4. Community Liaison

To maintain positive relationships with neighbours and stakeholders:

- A named Site Manager will act as the main point of contact along with an overall Community Liaison Officer.
- Advance notification of disruptive works will be issued where necessary.
- Clear signage and contact information displayed at site boundaries.
- Complaints procedure implemented with prompt investigation and response.
- Letter drop to all surrounding neighbours ensuring details are issued prior to commencement

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- Community Notice board

1.2.5. Monitoring & Compliance
TMT will:

- Undertake regular site inspections and audits.
- Maintain records of deliveries, incidents, complaints, and monitoring results.
- Review and update the CMP as the project progresses.
- Ensure all subcontractors adhere to the requirements of this plan.

2. Site information

2.1. Site Location

Site Description
Urban Setting:
The property at 1 Piccadilly Gardens, Manchester occupies a prominent city-centre location overlooking Piccadilly Gardens, one of Manchester's principal public spaces and transport hubs. The area experiences high pedestrian activity throughout the day and provides direct connections between Manchester's retail core, commercial districts, transport interchanges, and surrounding city-centre destinations.
Building:
1 Piccadilly Gardens is a substantial multi-storey commercial office building positioned on the northern edge of Piccadilly Gardens. The building comprises office accommodation with ground-floor commercial frontage and serves as a key landmark within Manchester city centre. The proposed works involve the refurbishment of existing office accommodation within the building while maintaining the operation of surrounding businesses and public spaces.
Surrounding Uses:
The surrounding area comprises a diverse mix of commercial, retail, leisure, hospitality, and office uses. Adjacent properties include office buildings, retail units, cafés, restaurants, hotels, and public transport facilities. Piccadilly Gardens itself provides extensive public realm, landscaping, seating areas, and pedestrian routes, resulting in consistently high footfall in the immediate vicinity of the site.

Transport & Access
Public Transport:
The site benefits from excellent public transport connectivity. Piccadilly Gardens Metrolink Interchange is located immediately adjacent to the building, providing access to multiple tram routes across Greater Manchester. Manchester Piccadilly Station is approximately a 5–10 minute walk away, offering regional and national rail services. Numerous bus services also operate from stops surrounding Piccadilly Gardens, making the area one of the city's primary public transport nodes.
Road Access:
Vehicular access to the site is available via the city-centre highway network, including Portland Street, Mosley Street, Aytoun Street, and Lever Street. Deliveries and construction-related vehicle movements will be carefully managed due to the constrained urban environment, high pedestrian volumes, and proximity to public transport infrastructure.

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Character & Local Area

The site is located within the heart of Manchester city centre, characterised by a dense urban environment comprising commercial offices, retail destinations, transport infrastructure, and public realm. Piccadilly Gardens acts as a focal point for pedestrian movement and public activity, serving workers, residents, visitors, and commuters throughout the day. The area is highly accessible and vibrant, with significant pedestrian flows, making careful planning and management of refurbishment activities essential to minimise disruption to neighbouring occupiers, businesses, transport users, and the general public.

Figure 1: Site Location

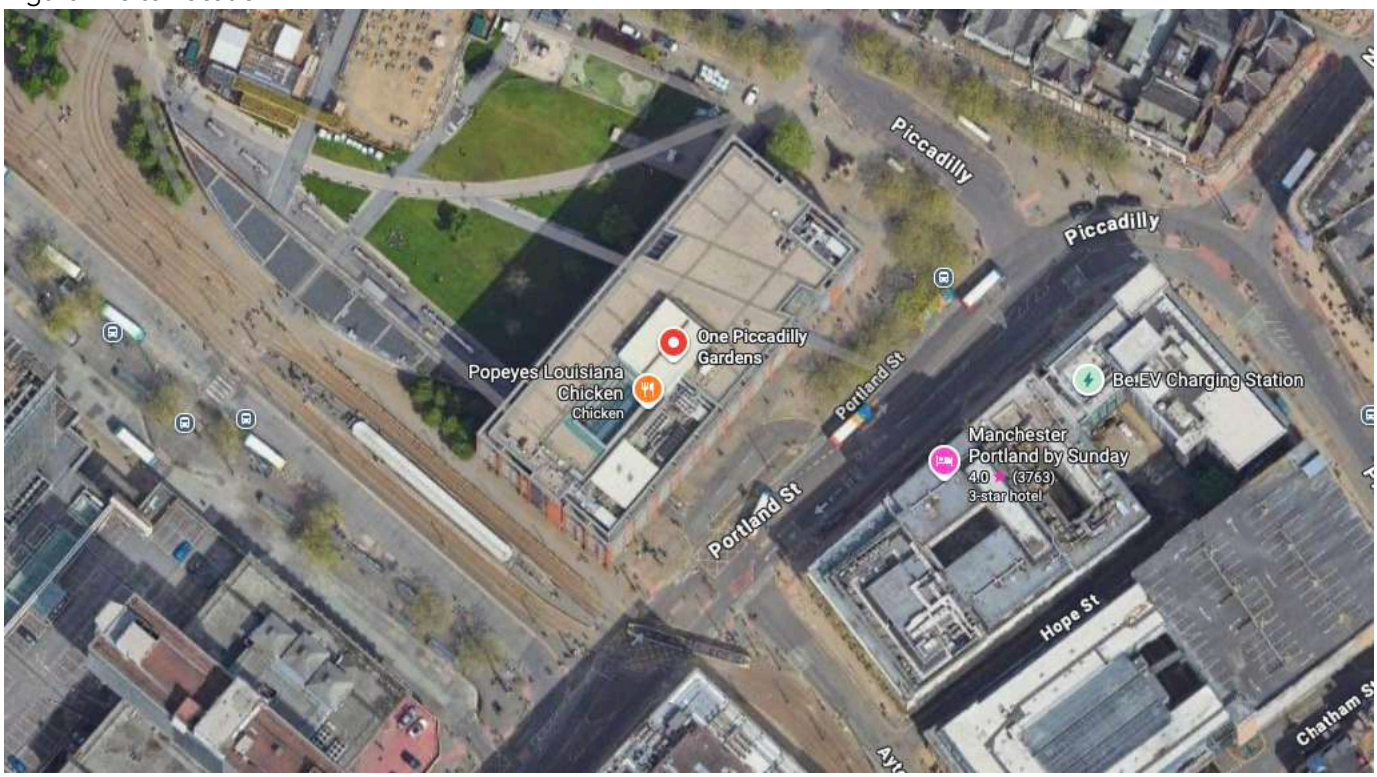


Figure 2: Site Boundary (please view Appendix 1)

2.2. Description of Works

The works generally comprise:

- Extension to existing lift and Stair well
- Creation of new rooftop pavilion and external terrace
- Cladding installation
- PV Panels installation
- Full internal refurbishment
- Roof replacement works
- Modification to the walkthrough enclosing Reception area

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2.3. Contact Information including Emergency Contact

KEY CONTACT	KEY CONTACT 2
Senior Project Manager TMT Commercial Contractors Ltd Kingfisher Court Yew Street Stockport SK4 2HG [redacted] Jonathan, Along with Tom Traynor (Managing Director) & Michael Houghton (H&S Manager) will be ultimately responsible for this project from a Health & Safety aspect. Out of hours contact - 24/7*	Commercial Director TMT Commercial Contractors Ltd Kingfisher Court Yew Street Stockport SK4 2HG [redacted]

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KEY CONTACT 3

Managing Director

TMT Commercial Contractors Ltd

Kingfisher Court

Yew Street

Stockport

SK4 2HG

[redacted]

KEY CONTACT 4

Health & Safety Manager

TMT Commercial Contractors Ltd

Kingfisher Court

Yew Street

Stockport

SK4 2HG

[redacted]

KEY CONTACT 5

Senior Site Manager

TMT Commercial Contractors Ltd

Kingfisher Court

Yew Street

Stockport

SK4 2HG

[redacted]

Daniel will be the main person onsite responsible for the daily activities onsite and along with the running of site from a Health & Safety Aspect.

Additional out of hours contact – 24/7

KEY CONTACT 6

Site Manager

TMT Commercial Contractors Ltd

Kingfisher Court

Yew Street

Stockport

SK4 2HG

[redacted]

Jon will acting to support Daniel in his responsible for the daily activities onsite and along with the running of site from a Health & Safety Aspect.

Additional out of hours contact – 24/7

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2.4. Construction Access

Construction delivery access will be through the front elevation, utilising the existing roller shutter located on Portland Street where the loading bay is currently situated running to Portland Street and front elevation of 1 Piccadilly Gardens (highlighted in Appendix 1). Construction/Site operatives access point will be clearly sign posted with 'Site Entrance' on the main entrance turnstile located opposite the Statue of the Duke of Wellington (this statue will not be restricted and access will be maintained around the full statue). Once onto site, signage will be present to direct operatives, heavy goods vehicles, deliveries and waste removal wagons all to their designated areas. Access points will be kept locked at all times unless supervised to prevent unauthorised entry throughout the project. Operatives will follow access routes into the building upon the ground floor and directed to the 3rd floor where will be establishing our Site Offices, Meeting Rooms, Canteen/Welfare areas and changing rooms. Maintain fire exit doors positioned throughout the building to allow for emergency evacuation purposes only. Internal & External hoardings will be built segregating the working area and temporary welfare/office area. During the Reception phase, similar hoardings will be built separating working areas from the general public and existing building staff. Access points will remain through the side elevation through the turnstile and utilise internal access routes.

2.5. Hours of Work

TMT's designated working hours are 07:00 – 16:00 Monday – Friday with a view of working later in the day and over the weekend if required. Any heavy noisy works will be completed after 07:30 due to the neighbouring tenants surrounding the site and as per Manchester City Councils Noisy Working times, this will be 08:30 on Saturdays. Deliveries and waste removals will be scheduled later in the day (prior to 7am and post 9am) to prevent any excessive delays in getting to site, to minimise disruption to existing tenants, properties and construction sites and to allow suitable and sufficient labour onsite to offload and distribute materials efficiently.

2.6. Contractor Compound

Please view Appendix 1 for a full site layout. On the site plan, you will see designated Site Offices, Site Canteens, waste routes, delivery points and contractors entrance location. Each compound internally will be completely fenced of, and external routes will be hoarded off during the works and this system won't affect the existing finishes to the highways and footpaths. Internal laydown areas created within the floor plate and in the basement of 1 Piccadilly Gardens utilising the loading bay on Portland Street to deliver materials to site. This will be controlled, as mentioned, with physical barriers, signage and additional banksman to supervise and manage the pedestrians in the local area.

Communication between TMT and neighbouring construction activities will be continuous throughout the project. They will be updated throughout the project to any amendments and change of scope. Main communication between the two parties will be during the rear (front facing for the garden regeneration) reception remodelling works. Access will be restricted between both contractors fencing. TMT shall display additional wayfinding on Parker Street and Piccadilly Street.

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2.7. Community Consultation Plan

Introduction

This Community Consultation Plan outlines the strategy for engaging with stakeholders, neighbouring occupiers, local businesses, and the wider community in relation to the proposed refurbishment works at 1 Piccadilly Gardens, Manchester City Centre.

The project comprises:

- Extension to existing lift and Stair well
- Creation of new rooftop pavilion and external terrace
- Cladding installation
- PV Panels installation
- Full internal refurbishment
- Roof replacement works
- Modification to the walkthrough enclosing Reception area

Given the city centre location and proximity to commercial, cultural, and residential premises, proactive communication and stakeholder engagement are essential to minimise disruption and maintain positive community relations.

Objectives of the Consultation

The objectives of this plan are to:

- Provide clear and timely information about the nature and programme of works
- Minimise disruption to neighbouring occupiers and local businesses
- Establish a transparent communication process
- Provide a mechanism for feedback, concerns, and complaints
- Demonstrate responsible project management in line with Manchester City Council expectations

Stakeholder Identification

Key stakeholders include:

- Adjacent commercial and office occupiers
- Nearby residential properties and apartment buildings
- Local businesses and retail premises within the building will be managed by the Stakeholder and building management team
- Pedestrians and visitors within Manchester City Centre
- Local ward councillors
- Emergency services

Consultation Methods

Pre-Construction Engagement

Prior to works commencing:

- A written notification letter will be issued to surrounding properties outlining:
    - Scope of works
    - Programme duration
    - Working hours
    - Key construction activities (e.g., scaffold erection, roofing works, reception works etc)

    - Contact details for the Site Manager and Project Management
- Where appropriate, direct meetings will be offered to immediate neighbours through the buildings stakeholders
- Digital copies of consultation materials will be made available upon request.

Ongoing Communication During Construction

To ensure continued engagement throughout the programme:

- A named Community Liaison Officer (CLO) will be appointed.
- Contact details (telephone and email) will be displayed on site hoarding.
- Advance notice will be provided for:
    - Crane lifts
    - Temporary road or footpath diversions (if required)
    - Noisy façade removal works
    - Roof works that may affect views or adjacent properties
    - Excessive deliveries to site
- Monthly progress updates may be issued for longer phases of works.
- Emergency contact details will be available outside working hours.

Managing Key Community Impacts

Noise & Vibration

Façade alteration, cranage works, reception remodelling (cladding and infills) and roofing replacement may generate temporary noise. Mitigation measures will include:

- Compliance with agreed working hours
- Use of low-noise plant where possible
- Careful sequencing of particularly noisy activities
- Advance notice of high-impact operations
- Competent companies and council permission to complete works

Dust & Visual Impact

Associated extremal works may create temporary dust and visual disruption. Controls will include:

- Protective sheeting and hoarding
- Dust suppression measures
- Regular cleaning of surrounding pavements
- Prompt removal of debris

Access & Public Realm

Given the central location:

- Safe pedestrian routes will be maintained at all times round 1 Piccadilly Gardens
- Clear signage will direct pedestrians where temporary diversions are required throughout the Reception Remodelling works and during Cranage works
- Deliveries will be managed to minimise congestion
- Coordination with neighbouring buildings will take place where shared access routes exist
- Updates on construction activates to keep the public updated

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Feedback & Complaints Procedure

A formal procedure will be implemented:

- Complaints logged upon receipt
- Acknowledgement within 24 hours
- Investigation by Site Manager or CLO
- Written response outlining actions taken
- Monitoring to prevent recurrence

A complaints register will be maintained and made available to Manchester City Council upon request.

Monitoring & Review

The consultation process will be reviewed periodically throughout the construction programme to ensure it remains effective.

Adjustments will be made where:

- Stakeholder concerns increase
- Programme phases change
- Additional high-impact works are introduced
- Feedback and complaint procedure review.

Commitment

The project team is committed to delivering the refurbishment works responsibly, safely, and with consideration to the surrounding Manchester City Centre community. Through proactive communication, structured engagement, and responsive management, disruption will be minimised and stakeholder relationships maintained throughout the works.

3. Environmental Aspects and Control Measures

During the construction works various environmental aspects will take place giving rise to risk on site. A risk assessment has been produced which outlines the aspects and impacts likely to cause significant adverse environmental effects.

3.1. Water Management & Pollution Prevention

All water discharges are classed as a trade effluent by the Environment Agency/ Regulatory Body including but not limited to:

• Dewatering
• Draining down mechanical system

If discharge of site waters is required to foul water drain, then permission will be sought from the local water authority and sediment removal will be required.

If discharge of site water is required to surface water drain, then the necessary discharge permit / consent can be obtained from the Environment Agency (EA).

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If waters on site are not able to be discharged to foul water or surface water drain, then the water will be collected and tankered off site as waste using a registered waste carrier to an authorised water treatment plant.

The EA Regulatory Position Statement (RPS) may be used if the discharge to surface drain is short term uncontaminated water which is wholly or mainly rainwater from an excavation. If the conditions of the RPS can be followed, then a risk assessment must be in place before pumping commences.

All surface water and foul water drains will require protection from uncontrolled site run off which may be contaminated with silt, oils, concrete/cement, chemicals or litter. The drains will be marked up on the site plan, and colour coded on site, red for foul drains, blue for surface water drains. Materials and COSHH will be stored away from site drains, and the site operatives will be trained on surface water management.

Given the work activities taking place on site, mitigation measures will be in place to prevent pollution to the sensitive areas of the site. These measures comprise of the following:
• Drain type location to prevent uncontrolled surface run off waters entering unauthorised drains.
• A sediment removal system will be installed if required.
• Onsite water testing will be carried out for parameters such as sediment, if required. Any anomalies will be reported immediately, and discharge ceased.
• Re-fuelling will not take place within 10 metres of surface waters or surface water drains. Re-fuelling of the site cabin will only be taking place onsite.
• Immediate action will be taken if any high levels of sediment are identified which could cause pollution.
• Mitigation actions will be implemented immediately.
• Pollution will be controlled at source whenever possible.
• Site activity will cease works if high levels of sediment are identified caused by site activities.
• Environmental representatives will be consulted if in doubt.
• Training will be given to the site operatives outlining these mitigation measures.

3.2. Statutory Nuisance

3.2.1. Noise & Vibration

Noise pollution and vibration have the potential to create a statutory nuisance. This can disturb local wildlife, residents, general public and businesses.

In the event of a noise complaint, the Local Authority has the power to stop the works if noise is causing a nuisance (Control of Pollution Act, Section 60).

The proposed activities are likely to cause a nuisance or impact residential areas and the following control measures will be applied:
• A risk assessment will be produced to assess the risk of disturbance on local residents and green areas.
• Plant and equipment will be in a good condition and well maintained.
• Unnecessary noise will be minimised using sheeting surrounding the scaffolding during the cladding installation
• Noisy activities will be restricted to working hours Mon – Fri 07:30 – 18:00hrs, Sat 08:30 – 14:00hrs.

• Deliveries will be planned to minimise potential nuisance to the local community and drop heights into hoppers, lorries and other plant will be minimised, where possible.
• Local Authorities will be contacted with regards to out of hours work, through the main client.
• Letter drops will take place to inform neighbours and local residents of planned activities.
• Any complaints received will be reported and dealt with promptly to the satisfaction of all parties involved.
• Noise and vibration monitoring be carried out, and the data submitted promptly.
• Appropriate training and awareness will be undertaken with the workforce to reduce unnecessary noise. All necessary steps will be taken to prevent noise nuisance.
• Discussions will take place with operators about necessary control measures if peak noise levels are reached.
• The use of anti-vibration tools and equipment will be required as specified in the Control of Vibration at Work Regulations 2005.

3.2.2. Dust & Emissions

Construction and demolition activities can result in the following air quality impacts:
• Visible dust plumes;
• Dust deposition;
• Elevated PM10 and PM2.5 concentrations;
• Increased concentrations of nitrogen dioxide.

Air pollutants result from dust generating activities on-site such as the breaking-up of materials and the movement of soil, as well as from the exhaust of diesel powered machinery and vehicles, both static and non-road mobile machinery (NRMM). Dust from internal demolition/strip out works and site operations will be mitigated at source but removal of waste products can settle on neighbouring properties which may cause eye irritation, exacerbate asthma or affect plant growth. In addition, black smoke from plant and equipment is likely to cause damage to human health. The site is not located in close proximity to sensitive ecological receptors.

The dust emission magnitude is based on the scale of the anticipated works and should be classified as Small, Medium, or Large.

Uncontrolled dust and air emissions can lead to valid complaints and the Local Authority has the power to stop works if dust is causing a statutory nuisance. The following control measures will be applied:

General

• Weather conditions and prevailing wind direction will be checked to plan in activities that may generate dust. If weather conditions are not favourable, activities will be carried out on a different day.
• The workforce will be trained to reduce dust and air emissions from onsite activities.
• Routes will be planned with minimum distances.
• All dust and air quality complaints will be recorded and acted upon. The cause will be identified, and appropriate measures taken to reduce emission in a timely manner and recorded. Records will be made available to regulators upon request.

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Dust

• Any demolition, cutting, grinding operations on site will be adequately shielded or wetted to prevent dust.
• Fine, dry materials will be stored within buildings/storage containers, where possible or protected from wind.
• Dry, dusty materials will either be cleaned up or damped down.
• Hoardings, fencing, barriers and scaffolding will be regularly cleaned using wet methods, to prevent re-suspension of particulates.
• Regular checks of buildings within the site boundary will be carried out to check for soiling due to dust with cleaning carried out where necessary.
• Roadways and surfaces will be swept and damped down with water at regular intervals where dust may be a problem.
• Drop heights into haulage vehicles etc will be minimised and dry materials leaving site will be sheeted. All vehicles will adhere to on-site speed limits.
• Visual checks are the most common way of monitoring dust leaving the site boundary. Daily checks will be made of the site boundary during dusty activities, checks will be backed up with photographic evidence and recorded in the site diary.
• Demolition will take place on a damp still day to reduce the amount of potential dust crossing the site boundary. Site boundary dust monitoring close to sensitive receptors will take place during demolition to ensure dust crossing the boundary is minimal.
• The contractor will ensure that all operatives employed on site: understand their responsibilities for minimising the generation of particles and dust; appreciate the effect of dust on health and the environment, the benefits of reducing dust generation and the methods to reduce dust generation;
• Adequate measures within all risk assessments and method statements will be included where dust generation may be a hazard.

Emissions

• A construction traffic management plan will be implemented to ensure deliveries arrive avoiding busy times of days and vehicles are not queuing outside the site on the public highway.
• Plant and equipment will be maintained regularly to reduce the number of impromptu fumes and smoke emitted.
• Burning / fires will not occur on site.
• Site rules will be in place which indicate to switch off plant when not in use to reduce exhaust emissions. All plant must have recorded maintenance programmes.
• There will be consideration of using electrical equipment rather than internal combustion engines (i.e. generators).
• Electricity suppliers will be contacted early on in project preparation so electrical supply is available to negate use of generators.

3.3. Waste Management

A Site Waste Management Plan can be produced which outlines measures taken to reduce waste, the expected generated waste streams, associated permits & licences, and a running tally of waste streams and associated volumes that have left site. This will be a live document which will be regularly reviewed and updated as works progress. This will be issued through our Waste Management Company.

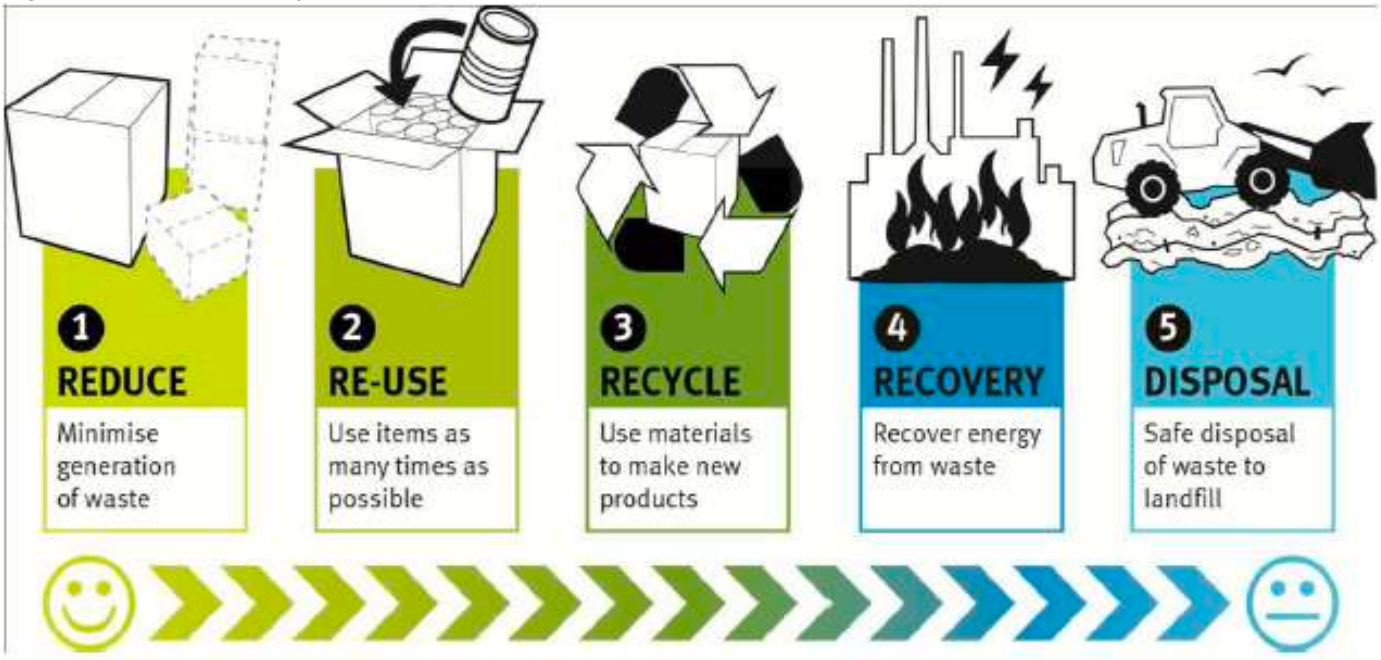
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Waste skips / containers will be labelled and in good condition. They will be stored securely on hardstanding and locked / covered where applicable to prevent escape of waste to the environment. Skips will be stored in an appropriate area away from sensitive receptors and the location outlined on the site plan. Please view Appendix 1.

Hazardous wastes will be stored separately from other hazardous and non-hazardous wastes.

The waste hierarchy will be adopted on site (refer to Figure 3).

Figure 3: Waste Hierarchy



• Prevent – e.g. ensuring accurate measurements are taken when ordering materials, not over-ordering and storing materials securely to prevent damage from the elements or site traffic.
• Re-use – e.g. re-using whole bricks, re-using uncontaminated naturally occurring material on site and re-using timber off-cuts.
• Recycle – e.g. using recycled aggregates on site and sending material to a recycling facility.
• Recover – e.g. sending material to an Energy from Waste (EfW) Facility.
• Disposal – e.g. – e.g. disposing of waste at a landfill or incinerator which does not recover energy.

Any waste required to be removed from site will be accompanied by a Waste Transfer Note (WTN) for non-hazardous waste, or a Hazardous Waste Consignment Note (HWCN) for Hazardous Waste. Waste documentation will be retained for the legally required timeframe (2 years for WTN, 3 years for HWCN).

Duty of care checks shall be carried out on waste contractors to ensure permits and licences are valid and have not been revoked by the Environment Agency (Public registers (data.gov.uk)).
All who attend site will be trained in the site-specific waste management procedures during the site induction.

3.5. Contaminated Land

If other contamination is identified, the area will be quarantined, and material chemically tested to determine if it can be reused on site. Contaminated material will be stocked away from sensitive receptors, on an impermeable surface, and covered if required.

3.6. Roadway Control

Traffic on and off site will be controlled. A Site Safety Plan and swept path assessment will be produced identifying all key safety requirements including traffic movement onto and around the site. The main measures will include:

- Site deliveries and traffic/plant movement activities on site will be restricted to Monday – Friday 07.30 – 18:00 and Saturday 08.30 – 14:00. No deliveries permitted on Sunday or Bank Holidays.
- Deliveries will be scheduled to ensure vehicles are not queuing and waiting for drop off.
- Delivery routes will be planned to avoid busy times of day and avoid residential areas where possible. This may at times be scheduled prior to the times above to mitigate and minimise risk to the surrounding properties and the general public.
- All vehicles will remain on temporary hard standings whilst on site.
- All vehicle wheels will be checked by the Gateman before leaving site and will be brushed clean as necessary if required. Any residual matter will be swept and washed off the adjacent Highway No requirement for wheelwash
- All vehicles off-loading and loading will be carried out within the site boundary without impeding the highway.
- Whenever practicable site traffic will be directed to avoid residential areas, and busy times of day.
- The development proposal does not include any exclusive parking, so parking for contractors and visitors will be off-site parking.

3.7. Site Audits

The implementation of the CMP will be checked through regular site inspections and environmental audits. An audit programme will be developed, and the following factors will be considered when determining the frequency of the audits:

- The results of previous audits.
- Occurrence of any non-conformances.
- Concerns raised by the project team or interested parties.

A site inspection shall be undertaken regularly (either weekly or fortnightly) ensuring the works are being undertaken in accordance with the CMP. The inspections will cover the key themes such as segregation of works, ensuring site parameter, fuel storage, waste management, noise, dust and air quality, carbon & sustainability etc.

Actions raised by the audit will be checked for closure during the next audit or as set within the audit, immediate action, high/medium and low risk. Actions which have not been closed out, good practice and areas of improvement will be discussed during management meetings.

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3.8. Emergency Preparedness & Response

There is the potential for activities on site to cause minor spills leading to pollution of the environment. In order to minimise these situations, there are procedures in place relating to refuelling, spillages, and waste management.

Spill kits will be held on site in designated locations, which may change with time, but will be agreed with the Site Manager and outlined during the induction and spill response toolbox talks.

Spill of fuel/oil etc. can cause damage to surrounding habitats and watercourses. The following will be incorporated in the

Emergency Response Plan for the site:
• Appropriate PPE will be worn before taking action.
• A spillage will be contained immediately using absorbent materials and booms.
• Incidents will be reported to the site manager who will contact the Environment Agency if necessary.
• All incidents and near misses will be investigated.
• An emergency spill response contractor will be appointed to provide assistance where applicable .
• After an incident, all waste generated by clean-up activities will be disposed of by an authorised waste carrier to a permitted disposal site accompanied by correctly completed waste documentation.
• Ditches will not be dug draining polluted matter to drains.
• Incidents will not be ignored.

4. Environmental Policy, Responsibilities and Communication

4.1. Environmental Policy

TMT's environmental policy will be displayed and adhered to by all who visit site. This outlines the scope to protect the environment, comply with applicable legislation and minimise the use of natural resources.

4.2. Responsibilities

Role	Environmental Responsibilities
The Environmental Manager / Site Manager	• Develop, implement and maintain the Environmental Management Plan. • Conduct compliance reviews, review and update the Register of Legislation, review and update the Aspects Register. Undertake regular site inspections (fortnightly), supported by others as appropriate. Carry out environmental training where required. • Conduct formal environmental audits: o Fortnightly audits are planned; however, these may increase or decrease depending on site performance. • Report on Contractor's environmental performance.

	• Ensure that sound environmental performance is achieved. • Day to day management and monitoring of all environmental related activity. • Reporting to the Site Manager / Project Manager as appropriate.
Environmental Manager	• Conduct environmental audit • Review and update CMP • Carry out environmental training of the workforce
Project Manager	• Ensure the review of the CMP is carried out. • Overall responsibility for the works. • Ensure that the CMP is prepared and that the works are undertaken in accordance with it and the associated management plans and method statements. • Ensure compliance with all relevant legislation and environmental rules.
Site Manager	• Undertake the day to day management of the works ensuring that operations are carried out in accordance with the CMP.
Specialist Subcontractors (monitoring and testing)	• Undertake specialist activities in accordance with this CMP.
Operatives	• Undertake tasks in accordance with method statement briefings, toolbox talks, and principles set out in the environmental induction. • Ensure environmental incidents are reported immediately.

4.3. Training

The team will be briefed on the following topics as a minimum / as appropriate:
- Environmental Policy.
- General environmental awareness.
- Waste management.
- Surface water pollution and control.
- Spills and emergency response procedures.
- Dust management.
- Noise management.
- Traffic management.

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Specific training needs will be identified and provided for all personnel involved in work activities that could result in an adverse impact on the environment. The training will include reference to the importance of adhering to the contents of the CMP and the potential consequences of departure from specified method statements. Environmental training in the form of toolbox talks will also be undertaken on site, evidence of which (along with all other training) will be maintained on record as part of the management system.

4.3.1. Induction

Prior to commencing work on site, all personnel will undergo a site specific induction, where the environmental objectives, requirements and responsibilities will be communicated to the workforce. Environmental Site Rules will detail site personnel's obligations while on site. This will introduce accountability for personnel working on the project.

The site induction and training shall cover relevant parts of the following areas to a sufficient level of detail for the workforce:
- Site rules including High risk items
- CMP & CPP
- Emergency procedures
- Environmental management
- Waste management.
- Plant use

4.3.2. Toolbox talks

Toolbox Talks will be delivered on specific topics relevant to the works and mitigation measures. These may include waste management, pollution prevention, spill response, etc. as required. Toolbox talks will be delivered to all operatives on site, and records kept for the duration of the project.

The principal contractor and each of its sub-contractors will establish a regime of toolbox talks such that every employee receives a health, safety & environmental briefing as appropriate, with a target of a minimum of one toolbox talk on an environmental topic per month. For sub-contractors', their supervisors are responsible for conducting these briefings and their implementation will be monitored. Records must be kept of toolbox talks carried out and who attended them.

Requests for new/specific toolbox talks can be made to the environmental manager. An indicative list of appropriate toolbox talks is provided below. More may be added to this list as the project progresses and as issues arise.
- Dust and Air Quality.
- Emergency Procedures
- Segregation and Storage of Waste.
- Access and Egress
- Plant and Machinery Movement

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4.4. Internal Environmental Communications

Staff will be kept informed of the environmental policy and environmental issues relevant to the CMP through a range of means, including a combination of meetings and different media. In addition, daily briefings will be held on site and regular meetings with the client to discuss health, safety and environmental matters. The aim is to provide sufficient information to raise and maintain awareness of the key environmental issues associated with the works and promote continual improvement.

4.5. External Environmental Communications

Relevant external communications will be undertaken with regulators and stakeholders as required. Any monitoring results or issues relating to permitting shall be reported in a timely manner. Should any complaints arise from off-site during the works, they will be managed effectively, and mitigation measures implemented to ensure further complaints do not arise.

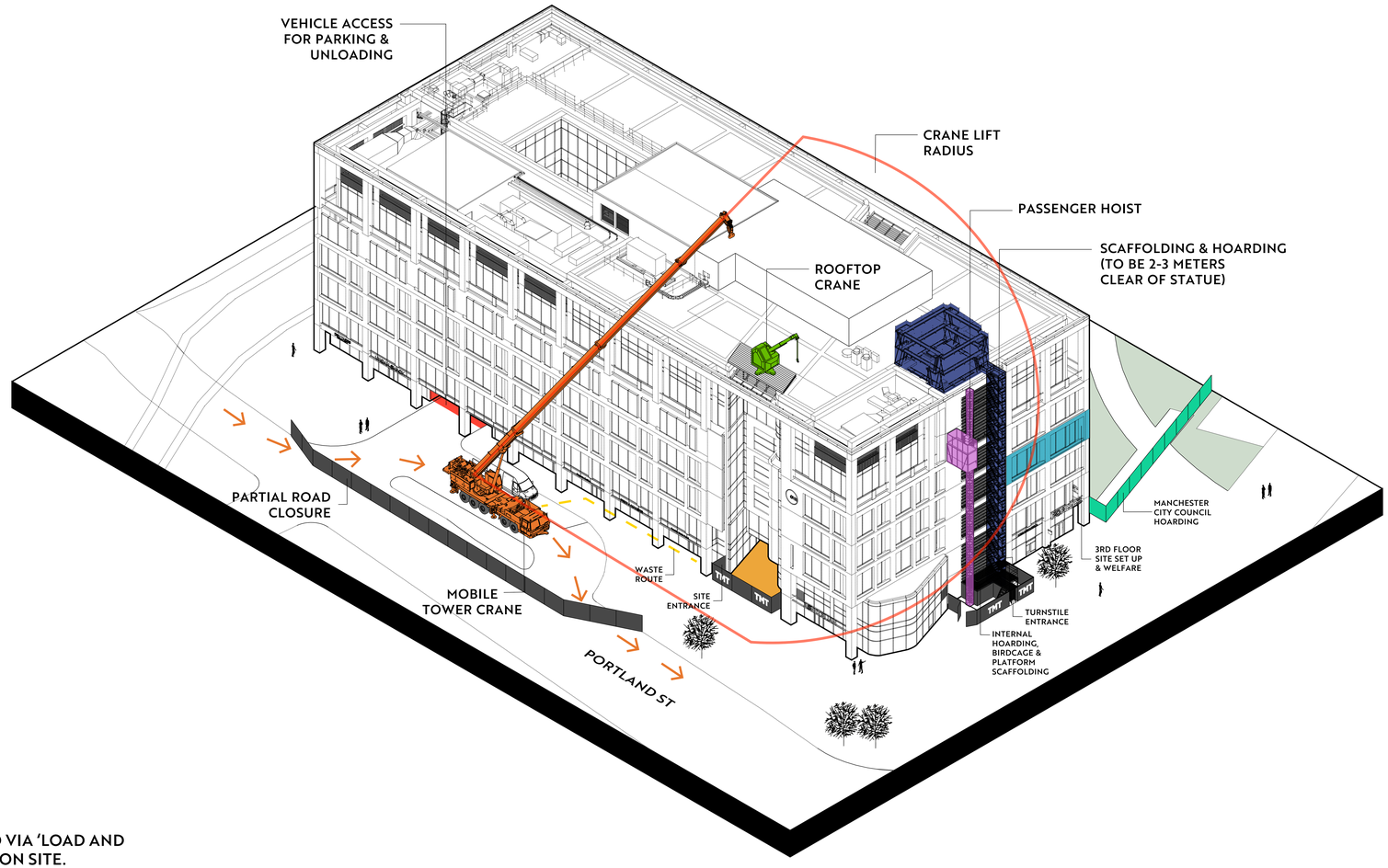
Produced by TMT Commercial Contractors
Name: Michael Houghton
Signature: 
Date: 05.06.2026

TMT Commercial Contractors Ltd, Kingfisher
Court, Yew Street, Stockport, SK4 2HG

Commercial Build and
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Appendix 1 – Site Set Up

LOGISTICS PLAN



KEY

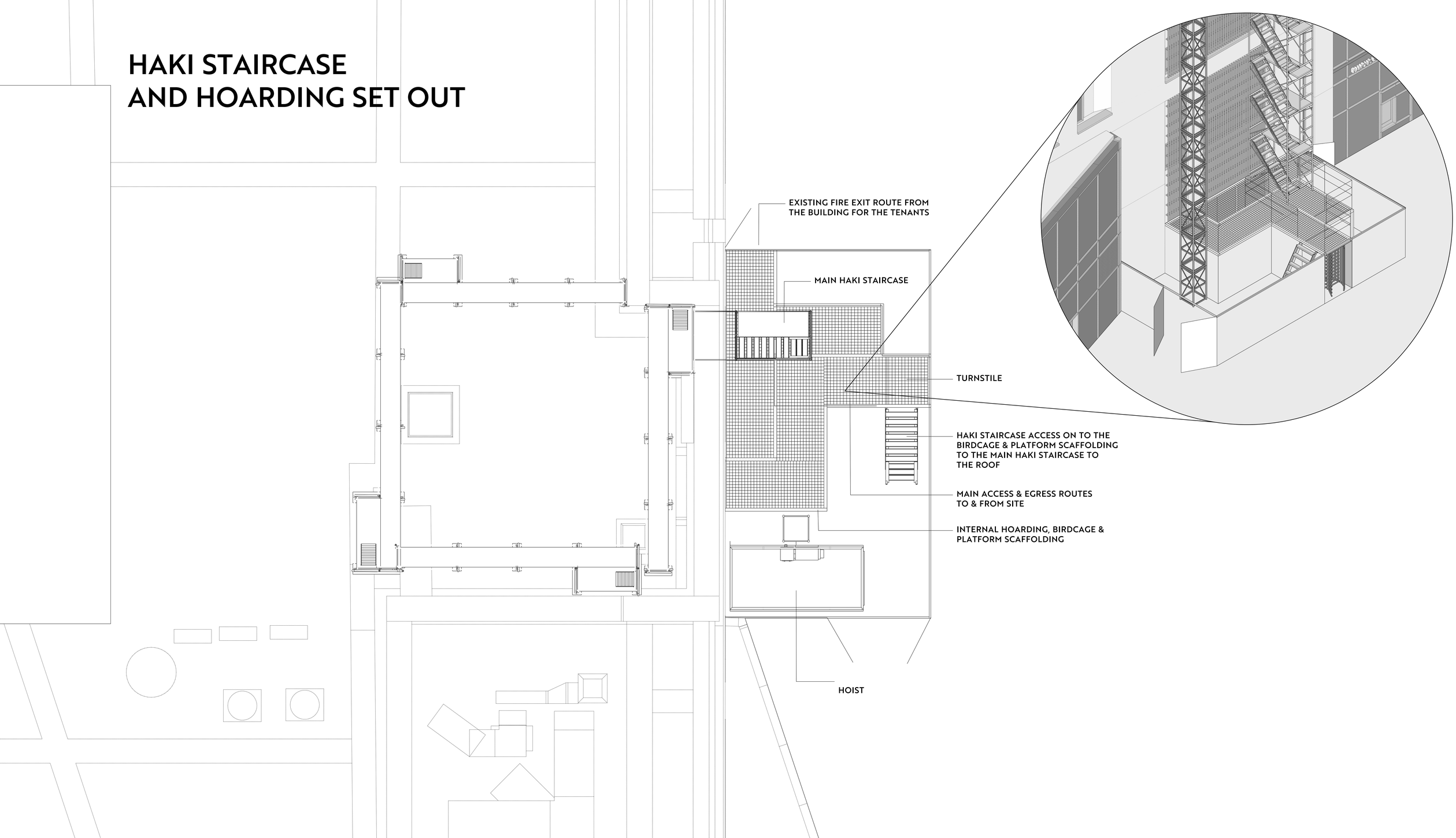
ACCESS TO THIRD FLOOR SITE SET UP & WELFARE

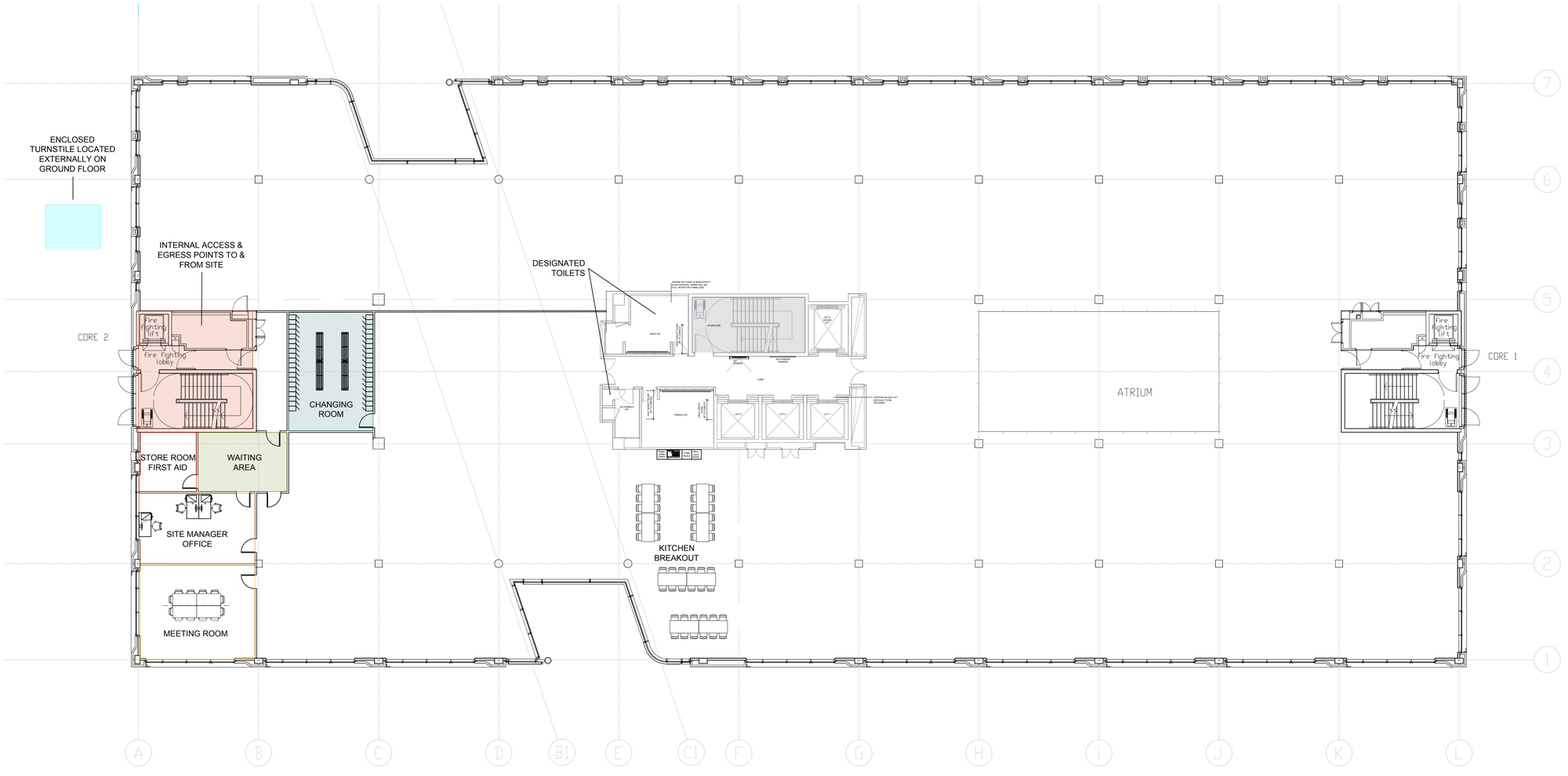
MATERIAL/ WASTE REMOVED VIA 'LOAD AND GO' NO SKIPS TO BE PLACED ON SITE. DELIVERIES BEFORE 9AM & AFTER 5PM

CONTRACTOR WORKING AREA

MANCHESTER CITY COUNCIL HOARDING

HAKI STAIRCASE AND HOARDING SET OUT





LOCATION PLAN
Scale 1:150

NOTES:

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Copyright of this drawing is vested in the Contractor and it must not be copied or reproduced without consent.

All dimensions are in Millimeters (mm) unless indicated. Contractor to check all dimensions prior to commencing work onsite & adopt responsibility for dimensional accuracy prior to works.

Drawing to be read in conjunction with all relevant information. Any discrepancies found between information on this drawing, given elsewhere or recorded onsite shall be reported to the Contractor immediately.

DO NOT SCALE FROM THIS DRAWING...
If unsure ask!

rev.	description.	by.	checked.	date.
P01	Site set up plan	UR	MH	05.06.26

client logo: Colliers

client: COLLIERS

project: ONE PICCADILLY GARDENS

stage: PRELIMINARY

drawing title: 3RD FLOOR SITE SET UP

drawing no.	date	scale	rev.
25027-TMT-03-DR-A-91100	05.06.26	1:150 @ A1	P01

TMT

TMT Group
Waterloo Road,
Watson House,
SK1 3BJ



MGA GROUP

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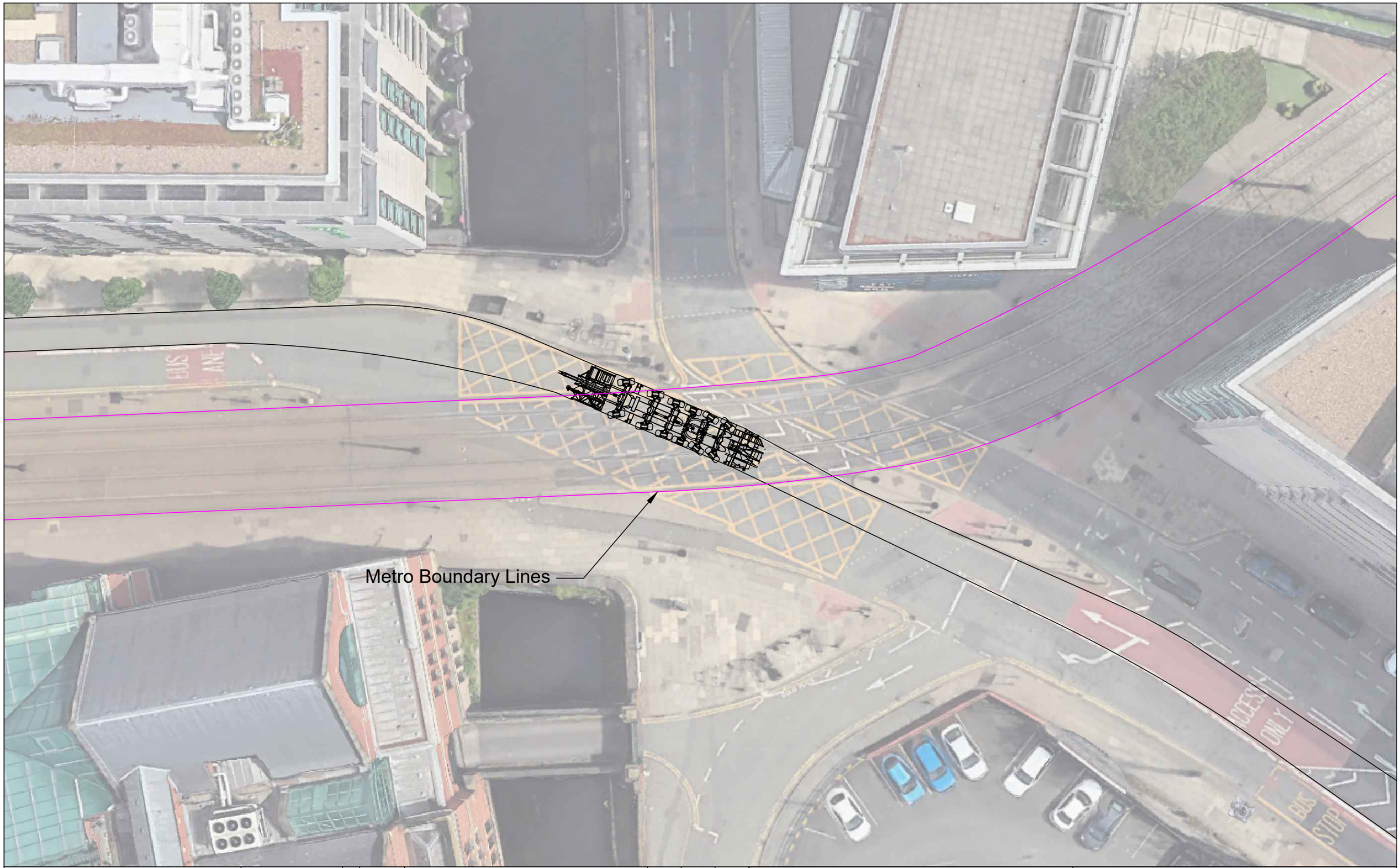
MGA.05.2025 | DO NOT SCALE

Rev	Date	Changes	Drawn	Checked	Approval
A	05/06/2026	Initial Submission	JW	JW	JW

Title: Route
Client: Vantage
Project: Portland Street
Site: Manchester, Picadilly

Address: One Piccadilly Gardens, Manchester M1 1RG
Information: ///wisdom.curiosity.living

Scale: 1:1500 | Paper Size: A3 | Cad Reference: Picadilly | Drawing No: 1 | Rev: A



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MGA.05.2025 | DO NOT SCALE

Rev	Date	Changes	Drawn	Checked	Approval
A	05/06/2026	Initial Submission	JW	JW	JW

Title: Issue 1

Client: Vantage

Project: Portland Street

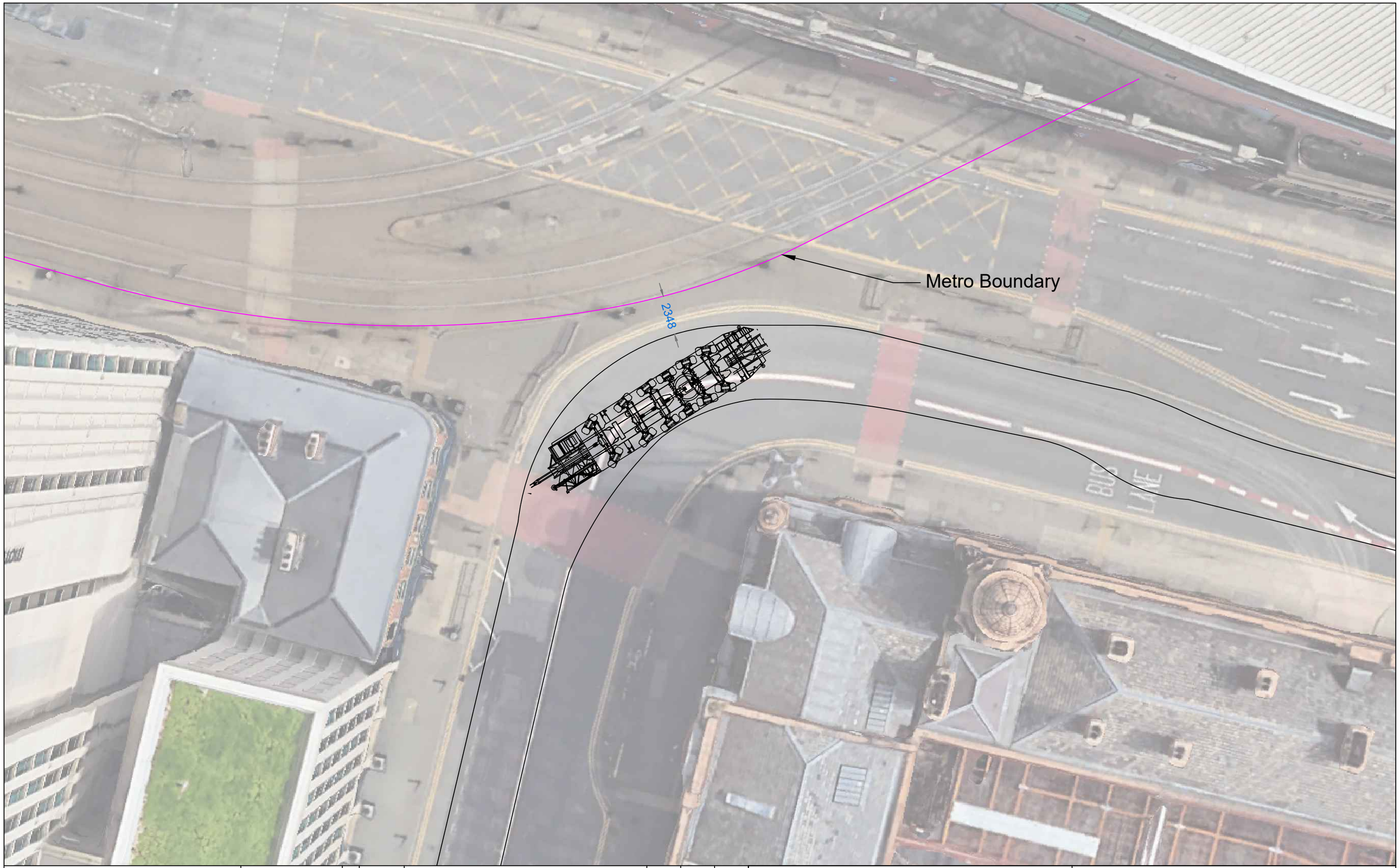
Site: Manchester, Picadilly

Scale: 1:250 | Paper Size: A3 | Cad Reference: Picadilly | Drawing No: 2

Address: One Piccadilly Gardens, Manchester M1 1RG

Information: ///wisdom.curiosity.living

Rev: A



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MGA.05.2025 | DO NOT SCALE

Rev	Date	Changes	Drawn	Checked	Approval
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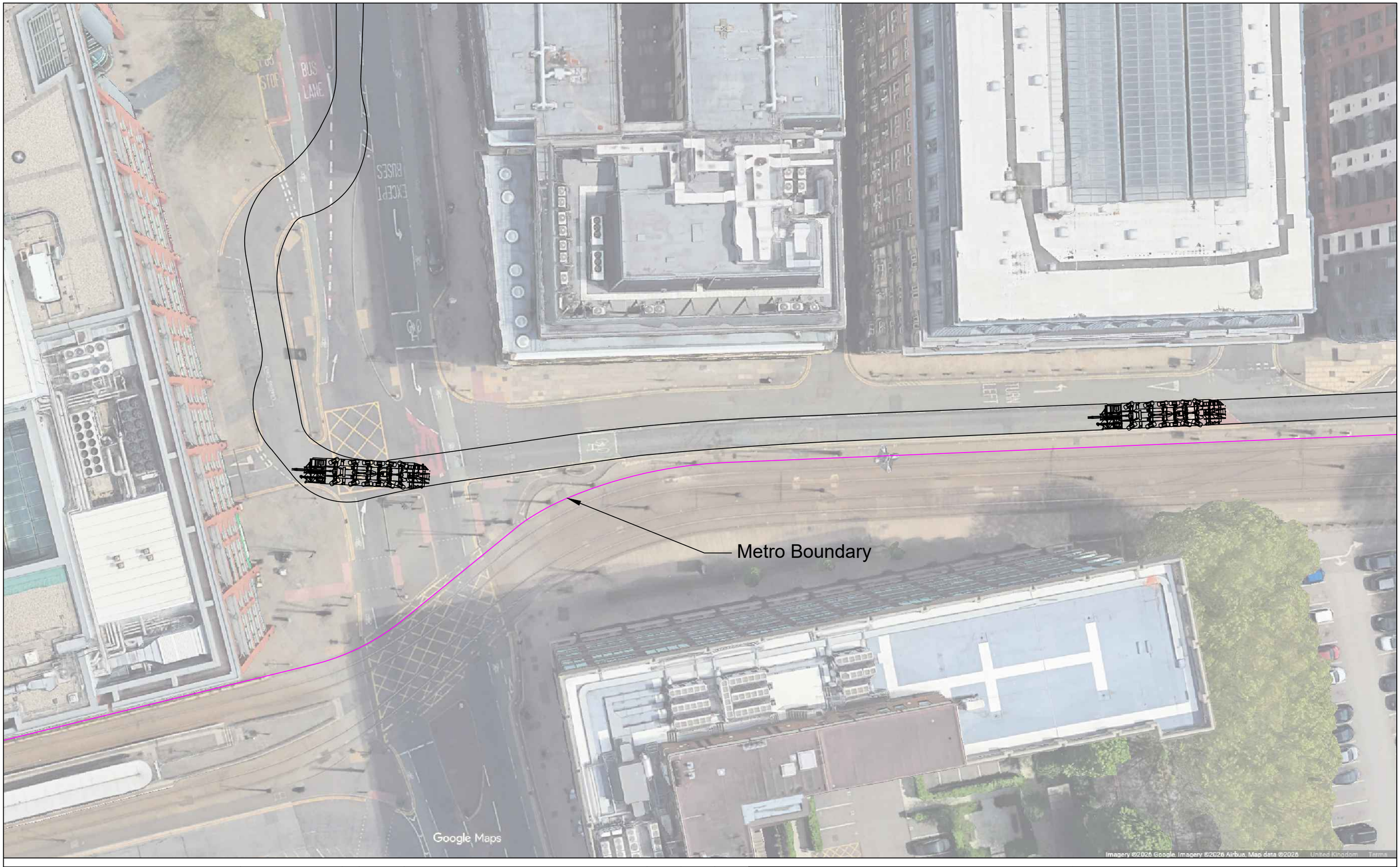
Title: Issue 2
Client: Vantage
Project: Portland Street
Site: Manchester, Picadilly

Scale: 1:200 | Paper Size: A3 | Cad Reference: Picadilly | Drawing No: 3

Address: One Piccadilly Gardens, Manchester M1 1RG

Information: ///wisdom.curiosity.living

Rev: A



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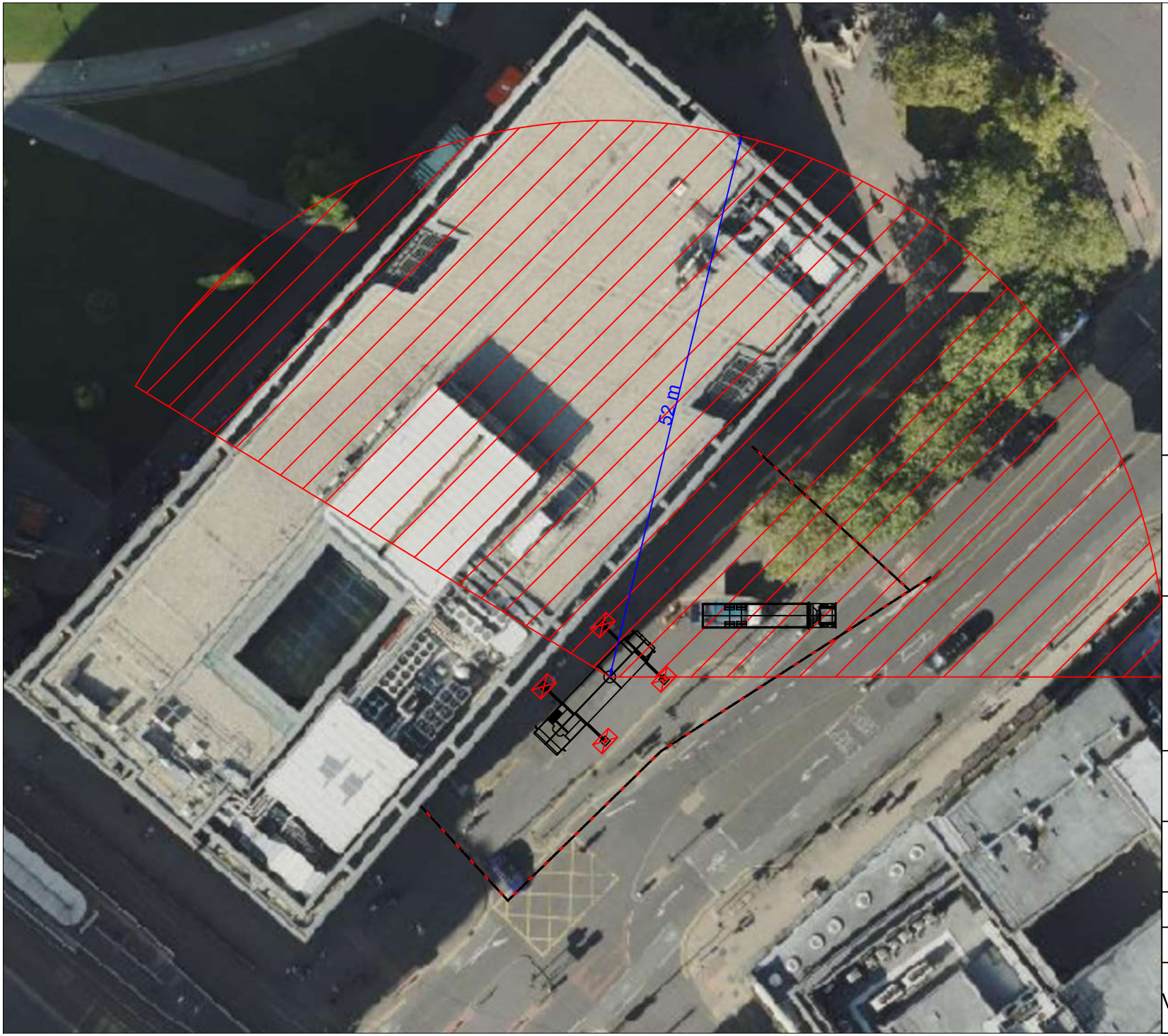
MGA.05.2025 | DO NOT SCALE

Rev	Date	Changes	Drawn	Checked	Approval
A	05/06/2026	Initial Submission	JW	JW	JW

Title: Issue 3
Client: Vantage
Project: Portland Street
Site: Manchester, Picadilly

Address: One Piccadilly Gardens, Manchester M1 1RG
Information: ///wisdom.curiosity.living

Scale: 1:400 | Paper Size: A3 | Cad Reference: Picadilly | Drawing No: 4 | Rev: A



ONE PICCADILLY GRD
MANCHESTER
M1 1AF

W3W -
FANS.FAKES.SHED

Vantage Solutions
Unit 7
Park Seventeen
Whitefield
M45 8FJ

Tel: 07904175715

Customer:
TNT

Project:
OPG

Drawn: MB	Scale: NTS
Date: 04.11.25	Rev: 1

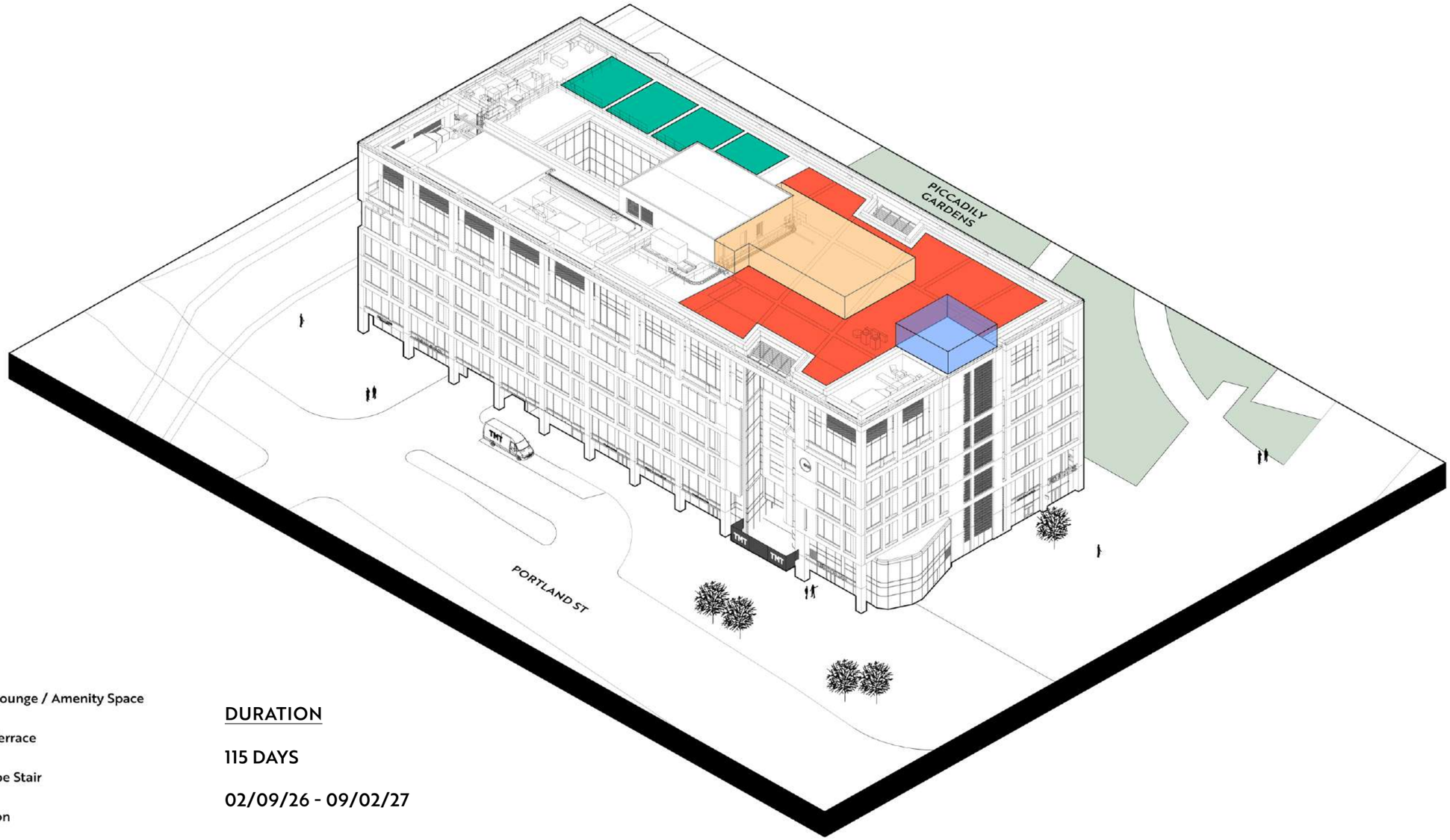
Drawing No:
VAN.D.OPG

TMT Commercial Contractors Ltd, Kingfisher Court, Yew Street, Stockport, SK4 2HG

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Appendix 2 – Phasing Plans

ROOF TERRACE



KEY

- Business Lounge / Amenity Space
- External Terrace
- New Escape Stair
- PV Location

DURATION

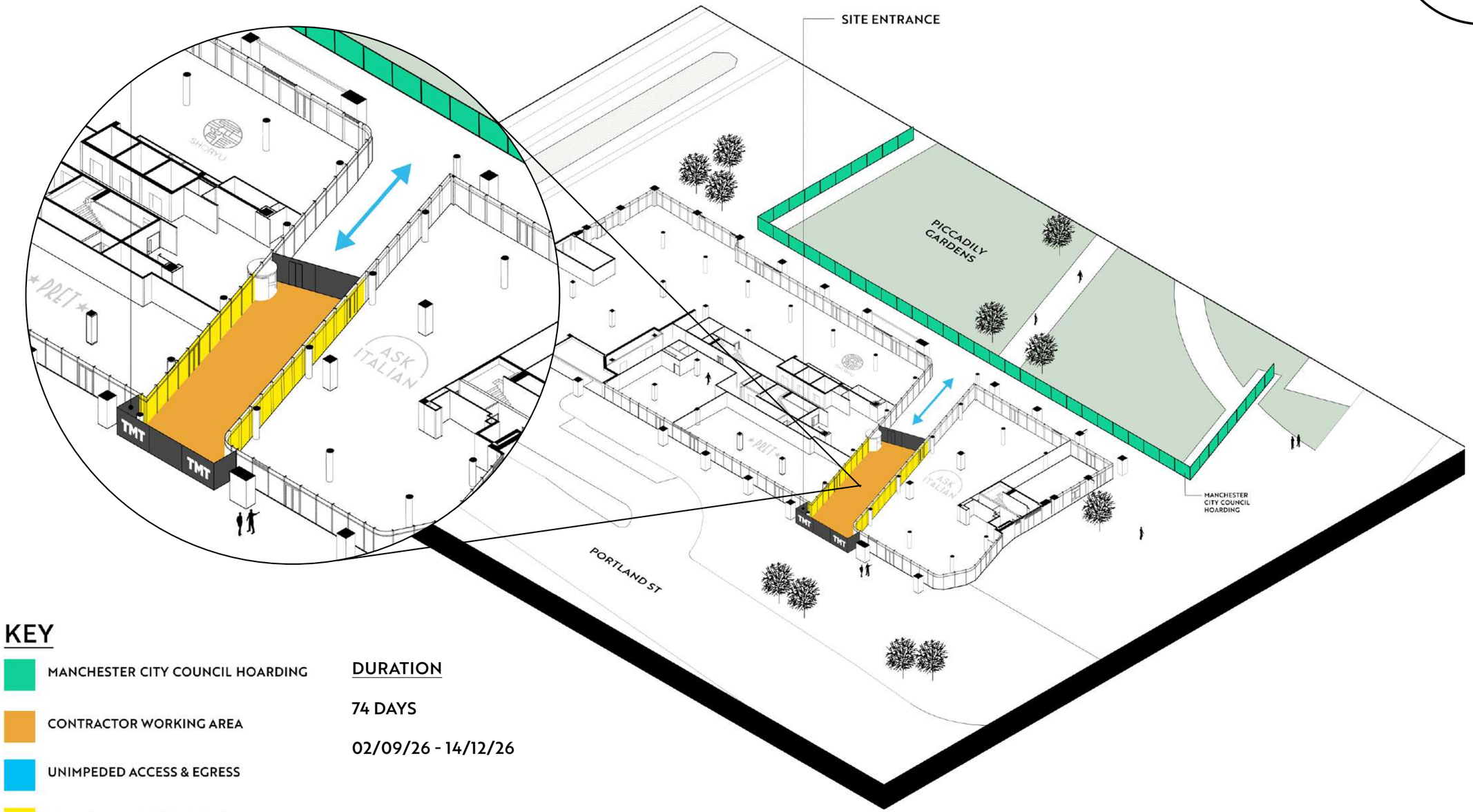
115 DAYS

02/09/26 - 09/02/27

TMT | Legal & General | Colliers | dlg

ONE

RECEPTION PHASE 1



KEY

- MANCHESTER CITY COUNCIL HOARDING
- CONTRACTOR WORKING AREA
- UNIMPEDED ACCESS & EGRESS
- WINDOW MANIFESTATIONS

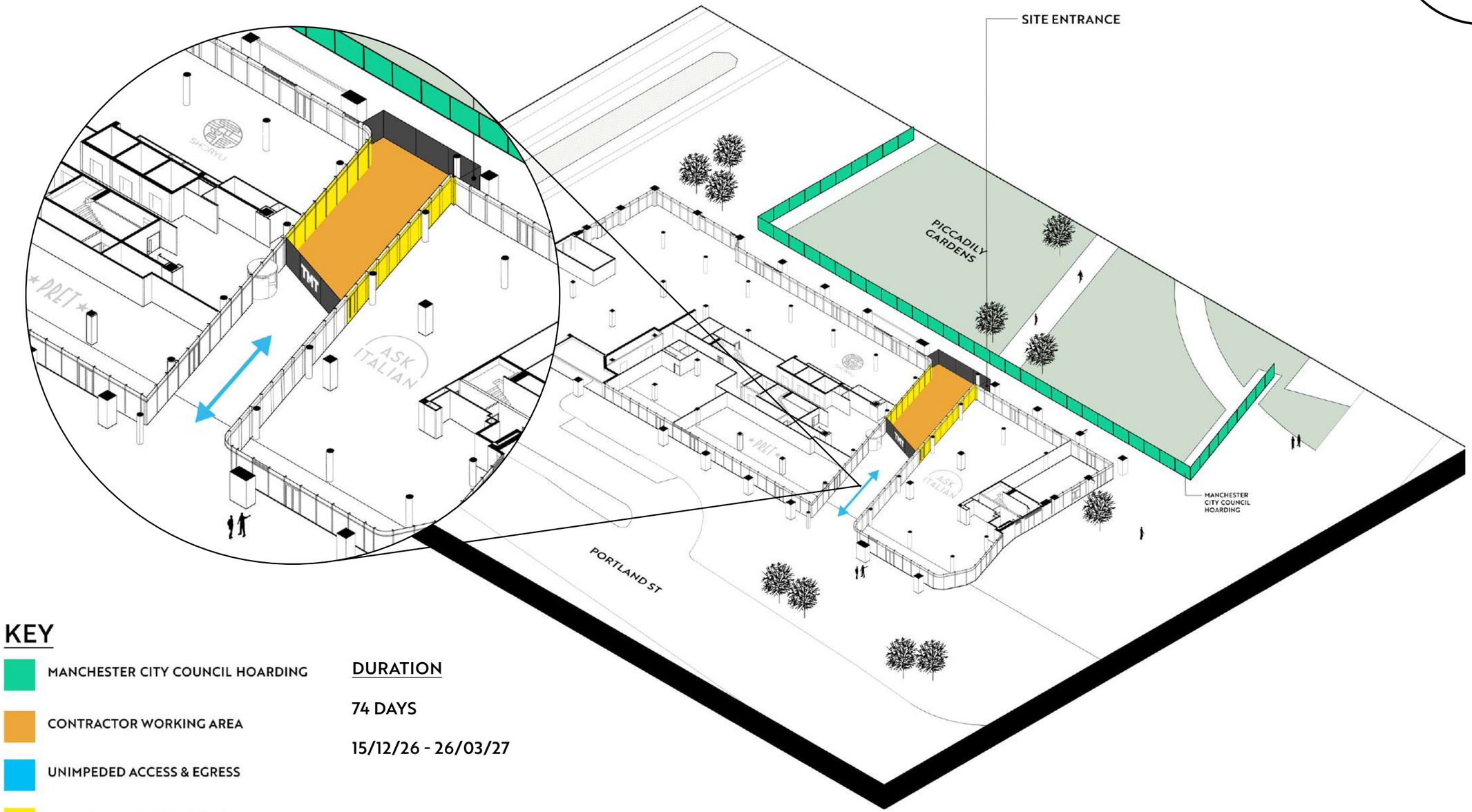
DURATION

74 DAYS

02/09/26 - 14/12/26

RECEPTION PHASE 2

ONE



KEY

- MANCHESTER CITY COUNCIL HOARDING
- CONTRACTOR WORKING AREA
- UNIMPEDED ACCESS & EGRESS
- WINDOW MANIFESTATIONS

DURATION

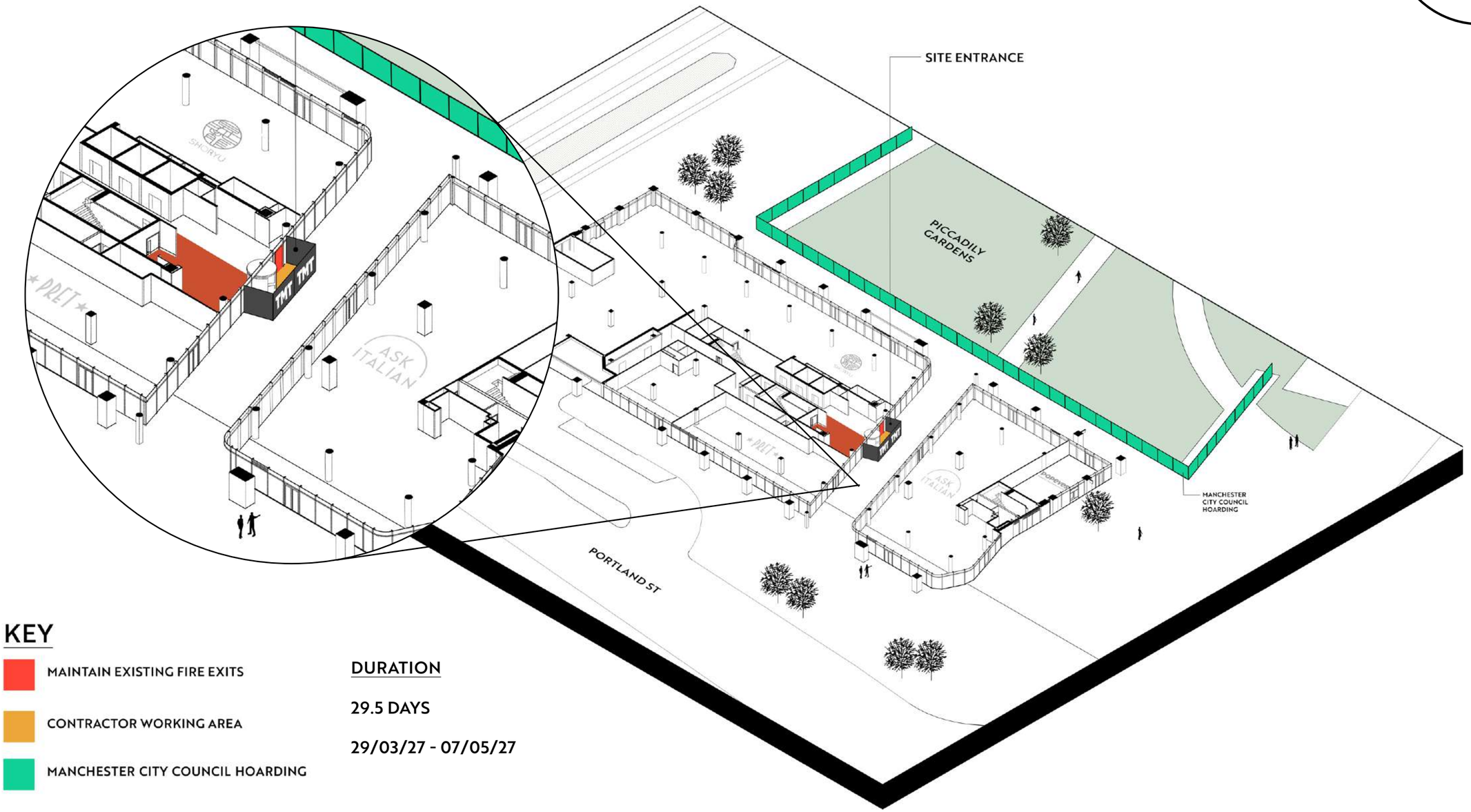
74 DAYS

15/12/26 - 26/03/27

TMT | Legal & General | Colliers | dlg

ONE

RECEPTION PHASE 3A



KEY

- MAINTAIN EXISTING FIRE EXITS
- CONTRACTOR WORKING AREA
- MANCHESTER CITY COUNCIL HOARDING

DURATION

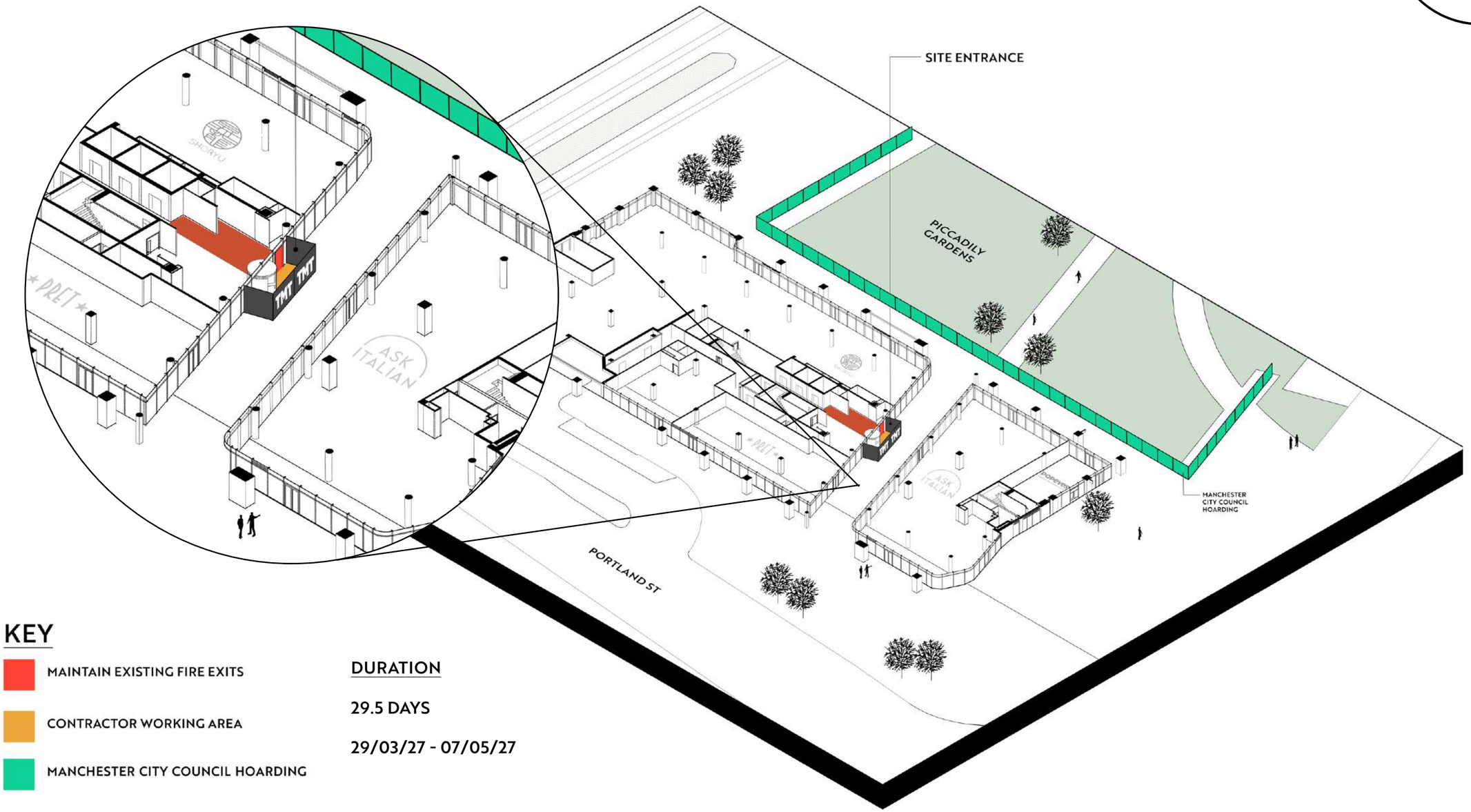
29.5 DAYS

29/03/27 - 07/05/27

TMT | Legal & General | Colliers | dlg

ONE

RECEPTION PHASE 3B



KEY

- MAINTAIN EXISTING FIRE EXITS
- CONTRACTOR WORKING AREA
- MANCHESTER CITY COUNCIL HOARDING

DURATION

29.5 DAYS

29/03/27 - 07/05/27

TMT Commercial Contractors Ltd, Kingfisher
Court, Yew Street, Stockport, SK4 2HG

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Appendix 3 – Notice of Planning Permission

Application Number	Date of Appln	Committee Date	Ward
144522/FO/2025	19th Dec 2025	28 May 2026	Piccadilly Ward

Proposal Creation of new rooftop pavilion, external terrace and lift access, and enclosure of ground level walkway to create new internal floorspace with associated elevational alterations and the introduction of PV panels to the roof.

Location 1 Piccadilly Gardens, Manchester, M1 1RG

Applicant Legal and General Assurance (Pensions Management) Limited

Agent Mr Timothy Price, Savills (UK) Limited

Executive Summary

A route through the building would be closed to create a new entrance to the offices. A rooftop terrace and lift access would also be created. Photovoltaic (PV) panels would improve the energy efficiency of the building.

Two objections have been received about the loss of the route and the impact on one of the commercial units adjacent to the proposed entrance.

Key Issues

Principle of the proposal and the scheme contribution to regeneration - The scheme would deliver economic, social and environmental benefits. The proposal would support the attractiveness of this office building, improve the amenity offer, and complement the regeneration of Piccadilly Gardens.

Economic- The proposal would ensure that the office remains competitive and meets current occupier demands with improved amenity provision and an enhanced entrance. Jobs would be created during construction and when the use is operational.

Social - The proposal would close the walkway between Portland Street and the Gardens. The roof terrace would be fully accessible with lift access and provide enhanced amenity to tenants.

Environmental – The improvements to the building would enhance its character and appearance. Planting and green infrastructure would be created on the roof terrace. The proposal includes Secured by Design principles.

Visual amenity – The alterations would be high quality and use materials which complement the building. The alterations would be commensurate with the scale and appearance of the building.

Impact on the Historic Environment - The alteration of the building would not harm the character and significance of the Stevenson Square Conservation Area or nearby listed buildings.

Noise - A condition would limit noise impacts of the roof terrace including hours of use. There would be no loss of privacy from use of the roof terrace. A Construction Management Plan would minimise impacts from the construction process.

Impact on local area and businesses - The proposal would complement the regeneration of Piccadilly Gardens.

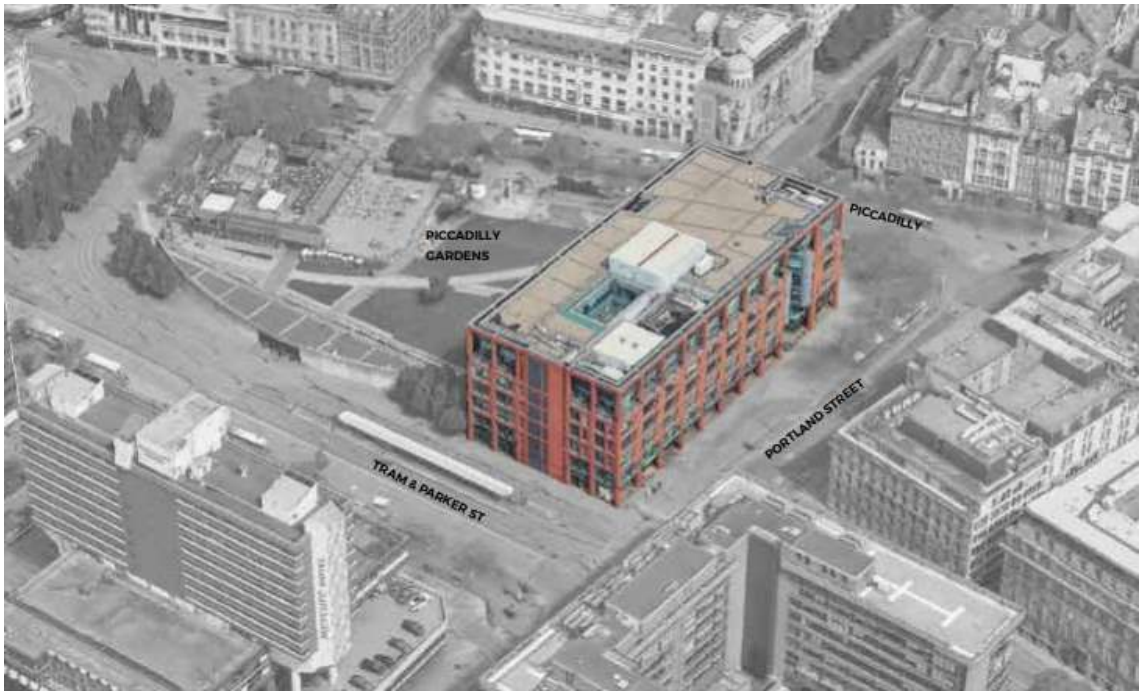
There would be some impact on an adjacent ground floor commercial unit including loss of clear glazing. This unit would retain a prominent entrance to Piccadilly Gardens.

Construction impacts would not be significant and can be managed to minimise any impacts.

A full report is below for Members consideration.

Description of Site and Surrounding Area

One Piccadilly is a 5-storey office building with double height ground floor commercial units. An east-west walkway through it is recessed from the Piccadilly Gardens and Portland Street frontages. Access to the upper office floors is from within this walkway.



Application Site

The upper floors are red brick with grey PPC cladding, with recessed double height glazing. The roofspace is used for plant and services. One Piccadilly is not in a Conservation Area, but the Stevenson Square conservation area is nearby and the

Smithfield Conservation Area is beyond this. A number of Grade II listed buildings including nos. 47, 49, 59 and 61 Piccadilly, the Gardens Hotel, Clayton House and St Margarets Chambers, and the Wellington and Victoria statues nearby.

Proposal

The proposal would create an enclosed lobby and entrances to Piccadilly Gardens and Portland Street. A rooftop terrace would form an amenity area with lift access.

The entrance portals would project forward of the existing recessed entrance and would align with the building's red brick columns. The cylindrical columns at the entrances would be removed.

The frame would have terracotta coloured pre-cast concrete surrounds and fins in a curved arrangement. The glazing includes glass fins in the upper panel. The bottom panel would have black slimline frames.

The roof level extension would provide a business lounge and amenity space. The elevations would be jade green folded aluminium. There would be a landscaped external terrace, partially covered by a timber effect canopy.

The fire lift would be extended to provide a second means of escape to the terrace. This would be finished in brickwork, with a projecting detail fronting Piccadilly.

There would be PV panels on the roof.

The Planning Submission

The application is supported by the following information:

- Application Form
- Covering Letter
- Design and Access Statement
- PV Panel Specification
- Existing and Proposed Plans and Elevations
- Environmental and Sustainability Statement
- External Terrace Management Strategy
- Heritage Statement
- Transport Assessment

Consultations

Publicity – The proposal has been advertised in the local press as affecting the setting of the conservation area, nearby listed buildings and a right of way. A site notice has been displayed and notification letters sent to neighbours.

The comments received are:

- The removal of the cut-through impacts permeability and the Gardens would be cut off and surrendered to the office;

- The walkway is a strategic pedestrian link, and its openness, transparency, permeability and visibility encourages movement through the building. Closure affects continued success of the business.
- The closure would reduce pedestrian flow and pedestrians would bypass existing tenants and lead to a decline in visitors and reduce peak-time trade. It would reduce visibility, weakening the unit's relationship with Piccadilly Gardens. This would diminish the customer journey and overall experience, and harm active frontages.
- Natural light would be reduced with the creation of a more enclosed and oppressive environment, diminishing the visual openness currently enjoyed by customers.
- No assessment has been provided to demonstrate the amenity impact on tenants.
- Preference should be for a recessed entrance portal to retain openness, minimise visual dominance, and mitigate the perception of enclosure.
- Anti-social behaviour is not a persistent issue and does not justify permanent loss of pedestrian route.
- The proposed works, as well as the hoardings approved in application 144971/VO/2026 related to the regeneration of Piccadilly Gardens, would cumulatively impact the pedestrian environment and affect the long-term future of the ground floor businesses.

Highways Services the construction management plan should be a condition.

Environmental Health a condition should control the hours and use of the roof terrace.

Flood Risk Management the works would not increase impermeable area, temporarily or permanently. Works are not required to the surface water drainage as the site is in Flood Zone 1.

Design for Security at Greater Manchester Police the amendments could reduce the potential for criminality and antisocial behaviour. The sliding doors should be certified to a recognised security standard.

Greater Manchester Police (Counter Terrorism) the security arrangement follows general design for office buildings.

Transport for Greater Manchester (TfGM) no objection.

Metrolink discussions should take place with them if a crane is used.

Aerodrome Safeguarding an informative should be used in respect of crane and tall equipment notifications.

Greater Manchester Pedestrian Society No response received.

Policy

The Development Plan consists of: Places for Everyone (2024); The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan (1995). The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

Planning applications in Manchester must be decided in accordance with the Places for Everyone, the Core Strategy and saved UDP Policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Places for Everyone Joint Development Plan

The site is in the City Centre which is part of the Core Growth Area. The relevant policies in the Plan are:

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester – The proposal would upgrade a prominent office building, and jobs would be created during construction.

Objective 5: Reduce inequalities and improve prosperity – The proposal would enhance the building. The site is well-connected and close to employment opportunities and amenities.

Objective 6: Promote the sustainable movement of people, goods and information – This highly sustainable location is close to the Piccadilly Gardens tram stop and bus station.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – There would be roof mounted PV panels.

Objective 8: Improve the quality of our natural environment and access to green spaces – This is a highly sustainable location, and a rooftop terrace is proposed. The proposal would not increase the risk of flooding.

Objective 9: Ensure access to physical and social infrastructure – There are amenities and services nearby.

Objective 10: Promote the health and wellbeing of communities – The proposal would promote public transport and use of local amenities in a sustainable location.

Policy JP-Strat1 - Core Growth Area – The proposal and would upgrade the City's office stock.

Policy JP-Strat2 - City Centre – The enhanced office space would be more attractive to occupiers and would contribute to the City's economic performance.

Policy JP-S1 - Sustainable Development – This is a highly sustainable location.

Policy JP-S2 - Carbon and Energy – The proposal would have PV panels.

Policy JP-S4 - Flood Risk and the Water Environment – The proposal would not increase impermeable area, and works would not be required to surface water drainage.

Policy JP-S5 - Clean Air – The proposal is in the Manchester AQMA but would not exacerbate current air conditions. Construction activities would be mitigated to minimise the impact on air quality.

Policy JP-S6 – Resource Efficiency – Resources would be used during construction, but the proposal would be highly efficient, low carbon and use renewable resources.

Policy JP-J1 – Supporting Long-Term Economic Growth – The expansion of the commercial offer would help to maintain economic diversity.

Policy JP-J2 – Employment Sites and Premises – The proposal would contribute to the City's office portfolio, supporting a diverse range of office space in the City.

Policy JP-J3 – Office Development – The alterations to the building which would enhance amenity for office tenants and provide a new entrance from Piccadilly Gardens and Portland Street.

Policy JP-P1 – Sustainable Places – The proposal respects the buildings character.

Policy JP-P2 – Heritage – There would be some minor adverse impact to the setting and significance of the Stevenson Square Conservation Area and nearby listed buildings. This would be outweighed by the overall quality of the scheme and investment in existing office space, as discussed in more detail in the report.

Policy JP-C1 - An Integrated Network - This is a highly sustainable location and is well connected to public transport, jobs, recreation and green and blue infrastructure.

Policy JP-C3 – Public Transport – The site is close to public transport.

Policy JP-C5 - Streets for All – The proposal would reduce the risk of criminality in the walkway and improve the pedestrian environment.

Policy JP-C6 - Walking and Cycling – The proposal does not include on-site parking and would not preclude pedestrian movement in this area.

Policy JP-C7: Transport Requirements of New Development – The proposal would generate trips during construction but would not be unduly harmful. It would be connected to infrastructure and public transport.

<u>Manchester Core Strategy Development Plan Document (2012)</u>

The Core Strategy contains Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles - The proposal would enhance office space in a sustainable location, including the provision of PV panels.

SO2. Economy – The improvements would increase the building's competitiveness, support economic growth and create construction jobs.

S05. Transport - The proposal is in a highly accessible location.

S06. Environment – The PV panels would provide renewable energy.

Policy SP1 Spatial Principles – The proposal would contribute positively to visual amenity and integrate with the regeneration of Piccadilly Gardens.

Policy CC1 (Primary Economic Development Focus: City Centre and Fringe) – The proposal would support the attractiveness of the offices through enhanced amenity provision and new entrance provision.

Policy CC5 (Transport) – The proposal would be accessible by all sustainable transport modes and would not worsen air quality.

Policy CC6 (City Centre High Density Development) – The site would be used efficiently.

Policy CC8 (Change and Renewal) – The proposal would contribute to the City Centre's growth and the regeneration of Piccadilly Gardens.

Policy CC9 (Design and Heritage) - The design would enhance the character of the area. The minor adverse impact on the settings of nearby heritage assets is considered in detail in this report.

Policy CC10 (A Place for Everyone) – The roof terrace would be fully accessible.

Policy EC1 (Employment and Economic Growth in Manchester) – The proposal would improve office space and contribute positively to the regeneration of the Gardens.

Policy EC2 (Existing Employment Space) – The proposal retains and enhances employment space.

Policy EC3 (The Regional Centre) – The proposal would enhance offices in a well-connected location at an appropriate increased scale.

Policy T1 (Sustainable Transport) – The proposal does not include parking and would improve the pedestrian environment around the Gardens.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by all sustainable transport modes and would be connected to local facilities and open space.

Policy EN1 (Design Principles and Strategic Character Areas) - The proposal would respond positively to the character of the area, enhance the street scene and the support regeneration.

Policy EN3 (Heritage) – The proposal would have a minor adverse impact on the setting of the Conservation Area and listed as discussed below.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - The design would be energy efficient with PV panels.

Policy EN8 (Adaptation to Climate Change) - The proposal includes landscaping and PV panels on the roof.

Policy EN9 (Green Infrastructure) – There would be landscaping and planters at the roof terrace.

Policy EN14 (Flood Risk) –The impermeable areas would not increase, and works are not required to surface water drainage at site which is in Flood Zone 1.

Policy EN16 (Air Quality) - The site is highly accessible by all forms of public transport and would reduce reliance on cars.

Policy EN17 (Water Quality) – There would be no adverse impact on water quality.

Policy DM1 – Development Management – the siting, scale and appearance of the alterations would be acceptable. There would no unacceptable impacts on amenity and noise can be managed through planning conditions including a management plan.

These issues are considered in detail in the report and the development is considered to be in accordance with this policy.

<u>The Unitary Development Plan for the City of Manchester (1995)</u>

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application.

The relevant policies are as follows:

Saved Policy DC18.1 Conservation Areas – The proposal would result in a low level of harm on the character and significance of the Stevenson Square Conservation Area and is discussed in more detail later in the report.

Saved Policy DC19.1 Listed Buildings – The proposal would result in a low level harm upon the setting and significance of nearby listed buildings. This is discussed in more detail in the report.

Saved Policy DC26.1, DC26.4 and DC26.5 Development and Noise - The proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise both during the constriction and operational phases of the development, nor through use of the terrace.

Other material policy considerations

National Planning Policy Framework 2024

The revised NPPF re-issued in December 2024. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

The government has published a consultation National Planning Policy Framework as of 2025 which is intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making. Whilst this is a draft NPPF for consultation it is considered that the development proposals are in accordance with the general thrust of policy contained within it. As set out in the printed report no adverse impacts have been identified through consideration of the application proposals that would outweigh a positive decision in this instance.

Section 6 'Building a Strong, Competitive Economy' states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 85).

- The proposal would enhance an existing office development at a well-connected City Centre location to increase is commercial offer. This would support economic growth in a strategic employment sector in this part the city centre, attracting further investment.

Section 7 'Ensuring the Vitality of Town Centres' states that planning policies and decisions should support the role that town centres play at the heart of local communities, through a positive approach to their growth, management and adaptation which includes retention and enhancement of existing markets

- The proposal would enhance the commercial offer of an existing office building in a strategic sector of the local economy and would promote the long-term vitality and viability of the sector.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96).

- The proposal would be safe and secure. The site is located within walking distance of all methods of public transport. The rooftop extension would be accessible by lift.

Section 9 ‘Promoting Sustainable Transport’ states that ‘significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health’ (paragraph 110).

- The site is located in the city centre, is well connected to all public transport modes which would encourage sustainable travel. No on site car parking is proposed and there would be no further encouragement for travel to the site in a car. There would be no unduly harmful impacts on the traffic network.

Section 12 ‘Achieving Well Designed Places’ states that ‘the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process’’ (paragraph 131).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 135).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

- The design would be high quality and complement the design of the existing building without detracting from the appearance of the Gardens. The retention of the existing building would ensure the development would be sustainable and low carbon.

Section 14 ‘Meeting the challenge of climate change, flooding and coastal change’ states that the planning system should support the transition to net zero by 2050, helping to shape places in ways that contribute to radical reductions in greenhouse gas emissions, encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

- Sustainability principles would be incorporated during construction and internally fully electric technologies, high-efficiency systems, mechanical heat recovery strategies, electrical generation of domestic hot water, dimmable and controllable lighting systems, façade lighting and additional electrical vehicle charging points would be incorporated to minimize energy consumption and help transition towards Net Zero.

Section 15 ‘Conserving and Enhancing the natural environment’ states that planning decisions should contribute and enhance the natural and local environment by preventing new and existing development from contributing to unacceptable levels of sol, air, water or noise pollution or land instability and remediating contaminated land.

- A Construction Management Plan would include measures to minimise noise impacts of the construction process. The submitted External Terrace Management Plan would be conditioned to control usage of the rooftop space to limit potential noise impacts.

Paragraph 196 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

- The site is already developed, and the proposed development would not require any groundwork/penetrations where ground contamination may then become a risk.

Paragraph 198 outlines that decisions should ensure that the development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment.

- There would be some short-term noise impacts associated with the construction process but these can be managed to avoid any unduly harmful impacts on amenity. There are not considered to be any noise or lighting implications associated with the operation of the development that cannot be controlled by planning condition.

Paragraph 199 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones.

Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

- The proposal would not worsen local air quality conditions and suitable mitigation can be put in pace during the construction process. There would be access to public transport for occupants of the development.

Section 16 ‘Conserving and enhancing the historic environment’ states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 207).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 210).

In considering the impacts of proposals, paragraph 212 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 213 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

- The proposal would result in a low level of less than substantial harm impact upon the setting and significance of the Stevenson Square Conservation Area and nearby listed buildings. This would ultimately be outweighed and is discussed in more detail later in the report.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development proposals that accord with an up-to-date development plan without delay.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

‘Noise’ states that Local planning authorities’ should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

- A Construction Management Plan would include measures to minimise noise impacts of the construction process. The submitted External Terrace Management Plan would be conditioned to control usage of the rooftop space to limit potential noise impacts.

‘Design’ states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

- The siting, scale and appearance of the development responds appropriately to the local context. The materials and architecture would reflect the design of the building which already exists adjacent to the Stevenson Square Conservation Area.

‘Health and well-being’ states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in

making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

- The roof terrace would be a fully accessible development and the closure of the internal walkway would not significantly reduce pedestrian connectivity to the Gardens.

'Historic Environment' states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit."

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

- The proposal would result in in a neutral impact on the setting and significance of the Ancoats Conservation Area.

<u>Legislative requirements</u>

Section 70 (2) of the TCPA 1990 (as amended) provides that in dealing with an application for planning permission that the Council shall have regard to the provisions of the development plan, so far as material to the application.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or it's setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

S149 (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.

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Issues

Principle of the proposal and development's contribution to regeneration

The contribution that a scheme would make to regeneration is an important consideration. The City Centre is the primary economic driver in the region and employment growth is required to support the long-term economic success of the City (Policies EC1 and EC3 of the Core Strategy).

A significant amount of floorspace in this building will shortly be vacated. The applicant intends to refurbish and modernise the accommodation in order to return it to the market as soon as possible. The proposal would create a net increase of 570 sq. m of amenity space.

The buildings entrance sequence from Portland Street and Piccadilly Gardens is poor in comparison to other office buildings in the city. The reception area is cramped and needs to be expanded significantly. It would be remodelled through the closure of the through route with entrances created to improve the prominence of the building from Piccadilly Gardens and Portland Street.

Modern office occupiers demand an enhanced amenity offer, with a high value placed on external terraces. This proposal would re-purpose the roof space to create a terrace with seating, planting and green infrastructure. It would be fully accessible through an extension to the lift access.

The proposal would improve the energy efficiency and the buildings environmental credentials through the introduction of PV panels to the roof.

This proposal would strengthen the attractiveness and competitiveness of One Piccadilly as a high-quality office. It also has the potential to support the enhancement and attractiveness of Piccadilly Gardens.

Paragraph 85 of the NPPF states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

The principle of the works is therefore acceptable in principle and will help sustain this employment generating office in line with Core Strategy policies SP1, EC1 and EC3.

The proposal would be consistent with Places for Everyone Policies JP-Strat1, JP-Strat2, JP-J1, JP-J2 and JP-J3; Core Strategy policies SP1, CC1, EC1, EC2 and EC3; as well as Sections 6 and 7 of the National Planning Policy Framework.

It is necessary to consider the potential impact of the development.

Siting, scale and appearance

The sting, scale, appearance and materials of the entrances would be acceptable and would reflect the double height ground floor expression.

The through-route is accessed within a recess to the building. The entrances would project forward to align with the brick columns of the commercial unit. They would form a more prominent component of the building and overcome the constraints of the current entrance sequence.

The upper area of glazing would have a transparent and lightweight appearance with discrete fixings and minimal framing.

The entrances would appear as an integrated feature to the building. Conditions would secure final details including material samples, exact colour of the pre-cast concrete, and drawings for the door frames.

The roof level additions would be 1.25m higher than the lift overrun. The impact of the lobby space and canopy would be mitigated by the setback from the roof edge. They would appear as subservient features, 'crowning' the building and replacing the functional lift overrun.

The jade green folded design would add definition to the structure. Conditions would be attached to secure final details including material samples, RAL colour of the aluminium.

The elevation to Piccadilly would have a projecting brickwork pattern to add visual interest and texture. A condition would agree a final design for the brickwork pattern and samples of brick and mortar to assure their quality and integration with the existing red engineering brick.

The rooftop terrace would include planting and a condition for full and final details of rooftop landscaping, including maintenance would be attached in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

A condition for PV panels and rooftop extensions would ensure they are obscured behind their respective parapets.

Climate change, sustainability and energy efficiency

Photovoltaic (PV) panels on the roof would provide a source of renewable energy.

The PVs would be behind the parapet and are unlikely to impact on visual amenity. A condition would seek further details to ensure PV would be effectively screened.

The use of this renewable technology would improve the energy efficiency in accordance with Places for Everyone Policies JP-S1, JP-S2, JP-S5, JP-S6, JP-P1, JP-C1, JP-C3, JP-C6; Core Strategy Policies SP1, CC5, T1, T2, EN4, EN8, EN16 and DM1; as well as Sections 8, 9, 14 and 15 of the National Planning Policy Framework.

While not forming part of the application, there would be further investment into the building's sustainability with fully electric technologies, high-efficiency systems, mechanical heat recovery, electrical generation of domestic hot water, dimmable and controllable lighting systems. Façade lighting and additional electrical vehicle charging points would be incorporated to minimize energy consumption and help transition towards Net Zero.

Impact on the historic environment

Section 66 of the LBCA Act requires the Local Planning Authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Section 72 of the LBCA Act requires the local planning authority to have pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

The alterations would be some distance from the Stevenson Square Conservation Area and listed buildings along Piccadilly. The Portland Street entrance would front the Grade II Portland and Thistle Hotel. No1 PG is a contemporary office block within their setting.

The fire lift would be flush with the Piccadilly elevation and front onto the Stevenson Square Conservation Area as well as listed buildings. This would increase the visibility and prominence of this elevation, resulting in a low level of less than substantial harm to the setting of the conservation area.

The scheme would deliver public benefits as required by para 215 of the NPPF, through the high-quality materials and design, the amenity provided by the lobby space and rooftop terrace and revitalising obsolete office space. The design would improve the appearance of the building and contribute to the character of the area.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be at the lower end of less than substantial harm, and would be outweighed by the public benefits of the scheme, meeting the requirements set out in paragraph 202 of the NPPF.

As such, the proposal is considered acceptable with respect to Places for Everyone Policies JP-Strat2, JP-P1 and JP-P2; Core Strategy Policies SP1, CC9, EN1, EN3 and DM1; as well as Saved UDP Policies DC18 and DC19.

Accessibility

The entrances would be fully accessible. The roof terrace would be accessible by lift. This would be consistent with Places for Everyone Policies JP-P1 and JP-C5; and Core Strategy Policies SP1 and CC10.

Impact on the pedestrian environment and local highway

There would be no impacts on the local highway network. The ground floor pedestrian walkway would be closed and the entrances would prevent pedestrian use. Documentary evidence suggests that the route has historically carried public rights, or has acquired public rights through public use under Section 31 (i) of the Highways Act 1980.

The closure of the route would affect permeability and the right of way would require a stopping up agreement. However, there are alternative routes to the north and south of the building which would ensure pedestrians can move around it and access Piccadilly Gardens and surrounding public transport infrastructure. A condition would be attached for a scheme on resurfacing works and requiring evidence that a stopping up agreement has been entered into and agreed.

The applicant states that the closure would help improve the management of the space which has been subject to crime and antisocial behaviour. GMP comments support this position, as it would remove an additional escape route and remove the potential for misuse such as loitering, drug dealing/consumption, vagrancy, and public urination.

Highways Services have no objection and have requested a condition with regards to construction management to minimise impact on the amenity of surrounding residents and businesses which would include amongst other things, details of dust suppression measures, and details of machinery use.

The proposal is considered acceptable with respect to Places for Everyone Policies JP-S1, JP-P1, JP-C1, JP-C5, JP-C6 and Core Strategy Policies SP1 and DM1.

Effects on Local Amenity

The roof terrace would provide an external amenity space for the office building. It would operate between 07:00 and 23:00 Monday to Sunday. There would be no amplified music or sound in the terrace. It could host small scale events for employees.

The space would improve the overall offer of the building. There are homes nearby and a management strategy would minimise any associated noise. Clear signage would be displayed at all times regarding the how the terrace should be used including permitted hours. The letting strategy would reinforce this. FM staff would monitor the terrace usage, particularly at peak times. There would be no access to the terrace outside of the proposed hours.

Environmental Health are satisfied that terrace would not result in any unduly harmful impact to residential amenity to homes or commercial area subject to a condition to ensure compliance with the management strategy. The proposal would be acceptable with respect to Places for Everyone Policies JP-P1; Core Strategy Policies SP1 and DM1; and Saved UDP Policy DC26.

Air Quality

The site is in an Air Quality Management Area (AQMA). Given the limited nature of the development, the proposal would not result in any unduly harmful impacts of local air quality conditions. The construction process would be short term and temporary and the effects can be mitigated through the construction management plan.

Designing out Crime

The closure would allow better management and remove the ability to congregate in this space. Design for Security at Greater Manchester Police and Couter Terrorism have raised no concerns. The new entrance would be designed to Secured by Design standards. The Police have reviewed the above and are satisfied with the proposed arrangements.

This would be consistent with Places for Everyone Policies JP-P1 and JP-C5; and Core Strategy Policies SP1 and DM1.

Impact on local businesses

Four ground floor commercial units abut the walkway. Two have secondary entrances in the walkway, one of which would be closed. The door to the Pret a Manger unit would remain open for employee use. The only pedestrian access to this area would be office workers. The glazing to the commercial units would be obscured with solid partitions.

As a result, the footfall would decrease and the partitions would remove visibility into the commercial spaces and partially reduce the extent of active ground floor frontage onto the walkway. The units would remain highly visible with active frontages onto Piccadilly Gardens and Portland Street. These elevations contain the principal entrances to these commercial units.

As described above, the closure of the route has positive benefits for the management of Piccadilly Gardens, helping to reduce antisocial behaviour and crime and promote a more pleasant public space from which local businesses would benefit.

The proposal would ensure that office building remains attractive and the alterations to the walkway, and introduction of the entrance portals, would, on balance, would result in positive outcomes for the uses and building as a whole ensuring that the building remains occupied as offices, protect jobs and support economic growth in the city centre.

Aerodrome Safeguarding/Helipad

Aerodrome Safeguarding have raised no concerns about the PV panels.

Flood Risk

The site is in Flood Zone 1 which is identified as having low probability of flooding. Flood Risk Management Team are satisfied that the works would not increase impermeable area, temporarily or permanently, or that any works are required to the existing surface water drainage at the site as the site.

The proposal would comply with Places for Everyone Policy JP-S4 and Core Strategy Policies EN14 and DM1.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The elevational alterations would contribute positively to the character of the area particularly Piccadilly Gardens and enhance the wider street scape.

The roof terrace would be fully accessible and provide additional amenity space for the building. There would be no unduly harmful impacts on amenity as a result of noise which can be managed.

There would be some localised impacts on the conservation area and surrounding listed buildings with the level of harm being considered low, less than substantial and significantly outweighed by the public benefits which would delivered as a consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraph 215 of the NPPF).

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 the right to a fair hearing and to this end the Committee 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 polices 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 of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation

Approve

Article 35 Declaration

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

Conditions to be attached to the decision

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:

   Drawings

   Location Plan 4336 DLG ZZ 00 DR A 001 received by the Local Planning Authority on 14/11/2025.

   - 1718762-HLEA-XX-07-DR-E-701002_P01 [Indicative PV Layout Roof Level
   - 1718762-HLEA-XX-07-DR-E-701001_P01 [Proposed PV Layout Roof Layout]

   All received by the Local Planning Authority on 17/03/2026.

   - 4336-DLG ZZ EL DR A 1113 P02 [Parker Street Elevation]
   - 4336-DLG-ZZ-ZZ-DR-A-1125-P02 [FF Lift Section]
   - 4336-DLG-ZZ-ZZ-DR-A-1124-P02 [Proposed Roof Section]
   - 4336 DLG ZZ SC DR A 1121 P02 [Sections A-A and B-B]
   - 4336 DLG ZZ EL DR A 1112 P02 [Piccadilly Elevation]
   - 4336 DLG ZZ 00 DR A 1104 P02 [Ground Floor Plan]

- 4336 DLG ZZ08 DR A 1107 P02 [Roof Plan]
- 4336 DLG ZZ 07 DR A 1106 P02 [Roof Plan Level 7]

All received by the Local Planning Authority on 12/03/2026.

- 4436-DLG-ZZ-EL-DR-A-1110-P03 [Piccadilly Gardens Elevation]
- 4436-DLG-ZZ-EL-DR-A-1111-P03 [Portland Street Elevation]
- 4336-DLG-ZZ-ZZ-DR-A-1123-P04 [Proposed Entrance Section]

All received by the Local Planning Authority on 23/04/2026.

Supporting Documents

- Energy & Sustainability Statement prepared by HOARE LEA
- One Piccadilly Transport Note prepared by mode ref: J325253 dated 28 October 2025

All received by the Local Planning Authority on 14/11/2025.

- Heritage Statement

All received by the Local Planning Authority on 09/12/2025.

- Covering Letter
- Sankopower PV Specification
- External Terrace Management Strategy

All received by the Local Planning Authority on 12/03/2026.

- One Piccadilly DESIGN & ACCESS STATEMENT prepared by DLG, Project ref: 4336, dated 21.04.26, Revision P3

Received by the Local Planning Authority on 23/04/2026

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Places for Everyone Policies JP-Strat1, JP-Strat2. JP-S1, JP-S2, JP-S4, JP-S4, JP-S5, JP-S6, JP-J1, JP-J2, JP-J3, JP-P1, JP-P2, JP-C1, JP-C3, JP-C6, JP-67; Core Strategy Policies SP1, CC1, CC5, CC6, CC8, CC9, CC10, EC1, EC2, EC3, T1, T2, EN1, EN3, EN4, EN8, EN9, EN14, EN16, EN17, DM1; Saved UDP Policies DC18, DC19 and DC26.

3. Prior to the commencement of the development hereby approved, a detailed construction/fit-out management plan outlining working practices during the construction phase of the development shall be submitted to and approved in

writing by the City Council as Local Planning Authority. The plan shall include detail on the following matters;

- Details on the duration/phasing of construction works and associated vehicle trips;
- Details on the routing of construction traffic and associated swept-path assessment;
- Details of the location and arrangements for contractor parking;
- Identification of the vehicular access points into the site;
- Traffic Management measures for vehicles, pedestrians and cyclists;
- Details for the management and coordination of construction activities with reference to ongoing/imminent construction works in the locality:
- Identification of measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location; and
- Highway dilapidation surveys including photographs and commentary on the condition
of carriageway/footways on construction vehicle routes surrounding the site.

The approved plan shall be implemented as part of the development and retained for the duration of the construction works.

Reason - To safeguard the amenities of nearby residents and businesses and highways management, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

4. Notwithstanding the details as set out in condition 2 above, prior to the commencement of works to the entrance portals, full and final details for the ground floor entrance portals to Piccadilly Gardens and Portland Street shall be submitted for approval by the City Council, as Local Planning Authority.

This shall include:

- detailed drawings showing fixing details for the pre-cast concrete fins
- detailed drawings showing the dimensions of the gaps between joints where sections of pre-cast concrete fins meet

- detailed drawings showing fixing details of dimensions of fins including projection from the main curve of the entrance portal
- the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, and a strategy for quality control management.

The approved details and materials shall then be implemented as part of the development.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Places for Everyone Policies JP-Strat2, JP-P1 and JP-P2; Core Strategy Policies SP1, CC1, CC9, EC1, EN1, EN3 and DM1; Saved UDP Policies DC18 and DC19; and the requirements of the National Planning Policy Framework.

5. Prior to the commencement of works to the roof top terrace, all materials to be used in the construction of the rooftop terrace shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, and a strategy for quality control management.

   The approved materials shall then be implemented as part of the development.

   Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Places for Everyone Policies JP-Strat2, JP-P1 and JP-P2; Core Strategy Policies SP1, CC1, CC9, EC1, EN1, EN3 and DM1; Saved UDP Policies DC18 and DC19; and the requirements of the National Planning Policy Framework.

6. Prior to the commencement of the rooftop extensions, final details for the extension of the rooftop fire lift shall be submitted for approval in writing by the Local Planning Authority. This shall include the submission of drawings detailing the design of the projecting brickwork and the interaction with the existing parapet, samples (including a panel with brickwork and mortar), and specifications of all materials to be used on all external elevations of the development, and a strategy for quality control management.

   The approved materials shall then be implemented as part of the development.

   Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Places for Everyone Policies JP-Strat2, JP-P1 and JP-P2; Core Strategy Policies SP1, CC1, CC9, EC1, EN1, EN3 and DM1;

Saved UDP Policies DC18 and DC19; and the requirements of the National Planning Policy Framework.

7. A) Notwithstanding the indicative landscaping details shown on drawing 4336 DLG ZZ 07 DR A 1106 P02 (stamped as received on 16/03/2026), prior to the commencement of the rooftop landscaping works the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Details of the proposed tree and shrubbery species within the external rooftop terrace including proposed size, species and planting specification including tree pits and design;
- A strategy providing details of constraints to further planting and details of on-going maintenance and management of all landscaping on site.
- Hard landscaping details

The development shall then proceed in accordance with the approved details.

b) The approved scheme shall be implemented prior to the first use of the external rooftop terrace. If within a period of 5 years from the date of this permission, any tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

8. The development hereby approved shall proceed in accordance with the submitted: External Terrace Management Strategy received by the Local Planning Authority 12/03/2026. This shall include hours of use of the external terrace restricted as follows:

Mondays to Sundays: 07:00am – 23:00pm

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with Core Strategy Policy DM1 and saved UDP Policy DC26.

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the lobby space or rooftop terrace shall be used for any purpose other than as

ancillary to the Class E(c) use of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - The use of the premises other than in accordance with the approved use would require further consideration by the Local Planning Authority and may not be appropriate in this locality in accordance with Core Strategy Policies SP1, EC2 and DM1, and the National Planning Policy Framework.

10. Notwithstanding the details as set out in condition 2 above, prior to the first use of the rooftop extensions hereby approved, full details of the specification and locations of bat and bird boxes, shall be submitted to and approved in writing by the City Council as Local Planning Authority.

    The bat and bird boxes shall be installed prior to the first use of the rooftop extensions and therefore be retained and remain in situ.

    Reason - To ensure the creation of new habitats in order to comply with policy EN15 of the Manchester Core Strategy (2012).

11. Notwithstanding the details as set out in condition 2 above, prior to the commencement of the installation of the rooftop photovoltaic arrays hereby approved, full and final details of the photovoltaic arrays shall be submitted to and approved in writing by the City Council as Local Planning Authority.

    This shall include a roof plan and cross sections through the main rooftop parapet and extension parapets showing the locations of the photovoltaic arrays.

    The rooftop photovoltaic arrays shall be installed prior to the first use of the roof terrace hereby approved and thereafter be retained and remain in situ.

    Reason - To ensure the creation of new habitats in order to comply with policy EN15 of the Manchester Core Strategy (2012).

12. a) Prior to the commencement of any above ground works in the construction of the entrance portals to Piccadilly Gardens and Portland Street hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

    This shall include the following:
    - resurfacing works along Piccadilly Gardens and Portland Street
    - Amendments/new TROs to surrounding streets.
    - Footway improvement and reinstatement works around the perimeter of the application site, including material samples.

- Removal/replacement of directional signage
- Evidence that a stopping up agreement has been entered into and agreed

(b) Prior to the first use of the entrance portals hereby approved, a verification report, which will include phototrophic evidence and relevant highway approval notices (where relevant) shall be implemented as part of the development and be in place prior to the first occupation of the development and thereafter retained and maintained.

c) In the event of non-conformity, where the highway works have not been carried out and/or to relevant standards, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before first occupation of the development.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

Informatives to be attached to the decision:

Where there is a requirement to stop up or divert an existing section of highway or footpath (under either a S116 Highways Act 1980 or S247/S257 Town and Country Planning Act 1990) a discussion should be undertaken with the Statutory Approvals Team, so an appropriate process can be determined and taken forward, at the applicants expense. The following link provides access:
https://www.manchester.gov.uk/directory_record/287711/permission_to_permanently_close_a_highway_-_stopping_up_order/category/355/highways_and_pavements

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Any materials approved for planning purposes should be discussed in full with Building Control. This is to ensure they meet the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with the Building Regulations you should discuss these with the Planning Service as soon as possible as this could materially affect your permission

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with Manchester City Council's (MCC)

Early discussion with MCC Highways Events and Coordination Team is advised so that the construction requirements for this development can be considered and coordinated alongside other schemes in the area. A good level of coordination/management will therefore be necessary during the construction phase.

The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/

The Applicant is advised to contact Metrolink using the initial enquiry form at: Working safely near Metrolink | Bee Network | Powered by TfGM to discuss the installation of any cranes required and obtain authorisation if it is deemed necessary.

The applicant's attention is drawn to the details of working safely near Metrolink can be found on the Metrolink Website at:- Working safely near Metrolink | Bee Network | Powered by TfGM .

The proposed doors should be certified to recognised security standards and the glazing laminated and certified under BS 356 P4A (or equivalent).

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 144522/FO/2025 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

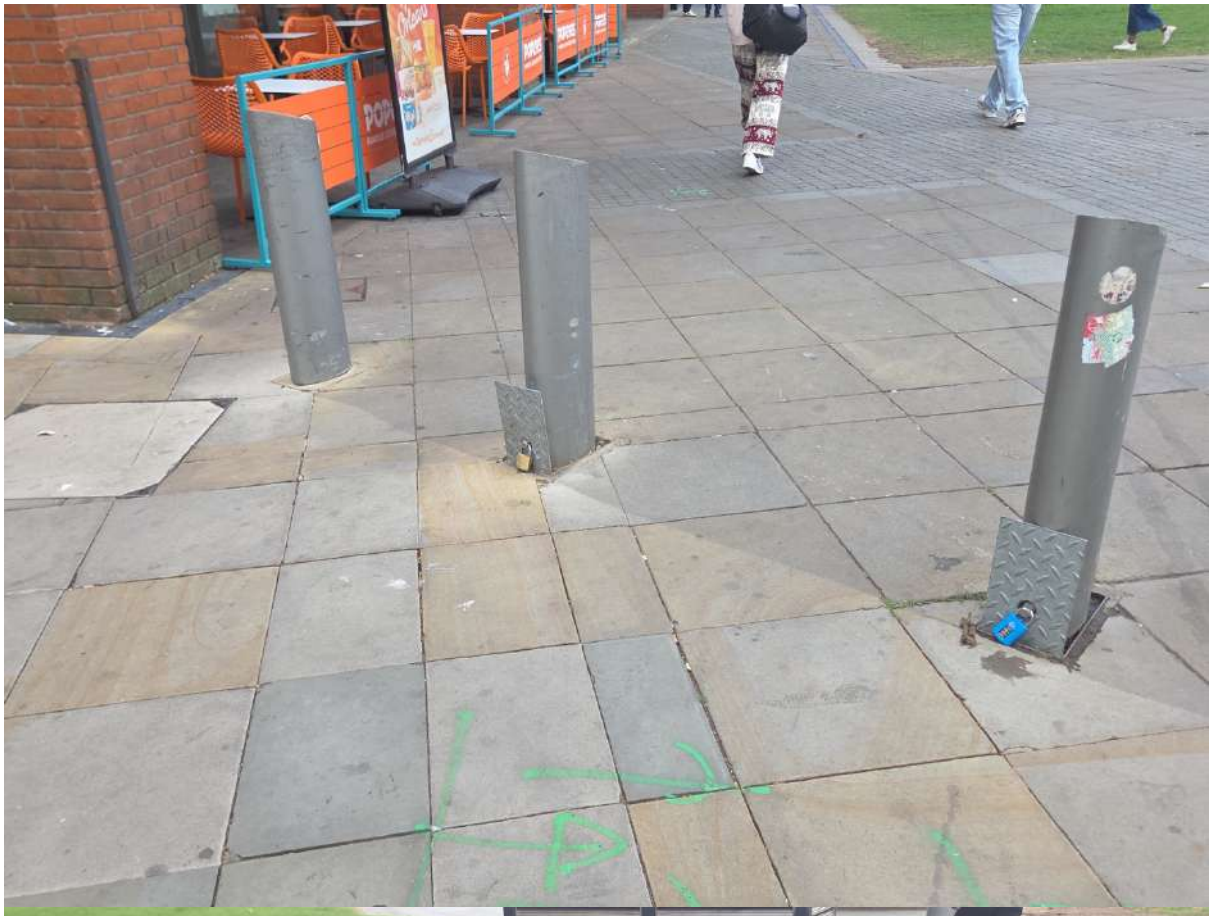
Highway Services
Environmental Health
Greater Manchester Police
Transport For Greater Manchester
Manchester Airport Safeguarding Officer
Helipad Manager
Greater Manchester Pedestrians Society
Metrolink
Counter Terrorism Policing North West (CTPNW)
MCC Flood Risk Management

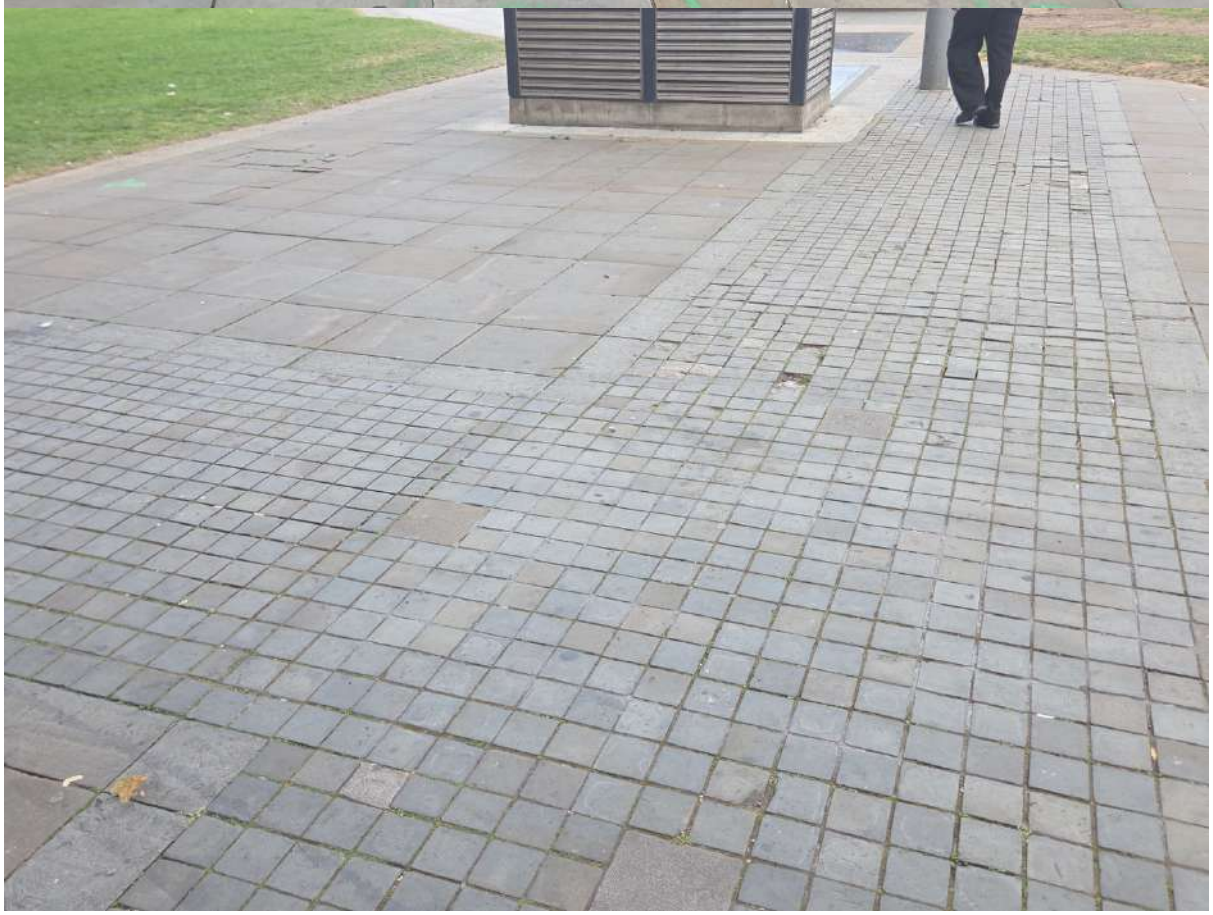
A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Relevant Contact Officer :
Telephone number :
Email :


Planetree House
OLDHAM STREET
Central Hall
SPEAKMAN STREET
Chatsworth House
BACK PICCADILLY
PICCADILLY
Wellington House
Piccadilly Gardens
Wellington Statue
Shelters
Piccadilly Gardens (Bus Station)
PARKER STREET
Piccadilly Gardens (Tram Station)
Portland Hotel
Pond
Piccadilly Plaza
Multi Car Pk
PORTLAND STREET
HOPE STREET
AYTOUN STREET
Grand Hotel
CHATHAM STREET
Multistorey Car Park
Westminster House
Bank Chambers
MAJOR STREET
Car Park
Legend
Site Location
Neighbours notified
© Crown copyright and database rights 2026. Ordnance Survey AC0000812035
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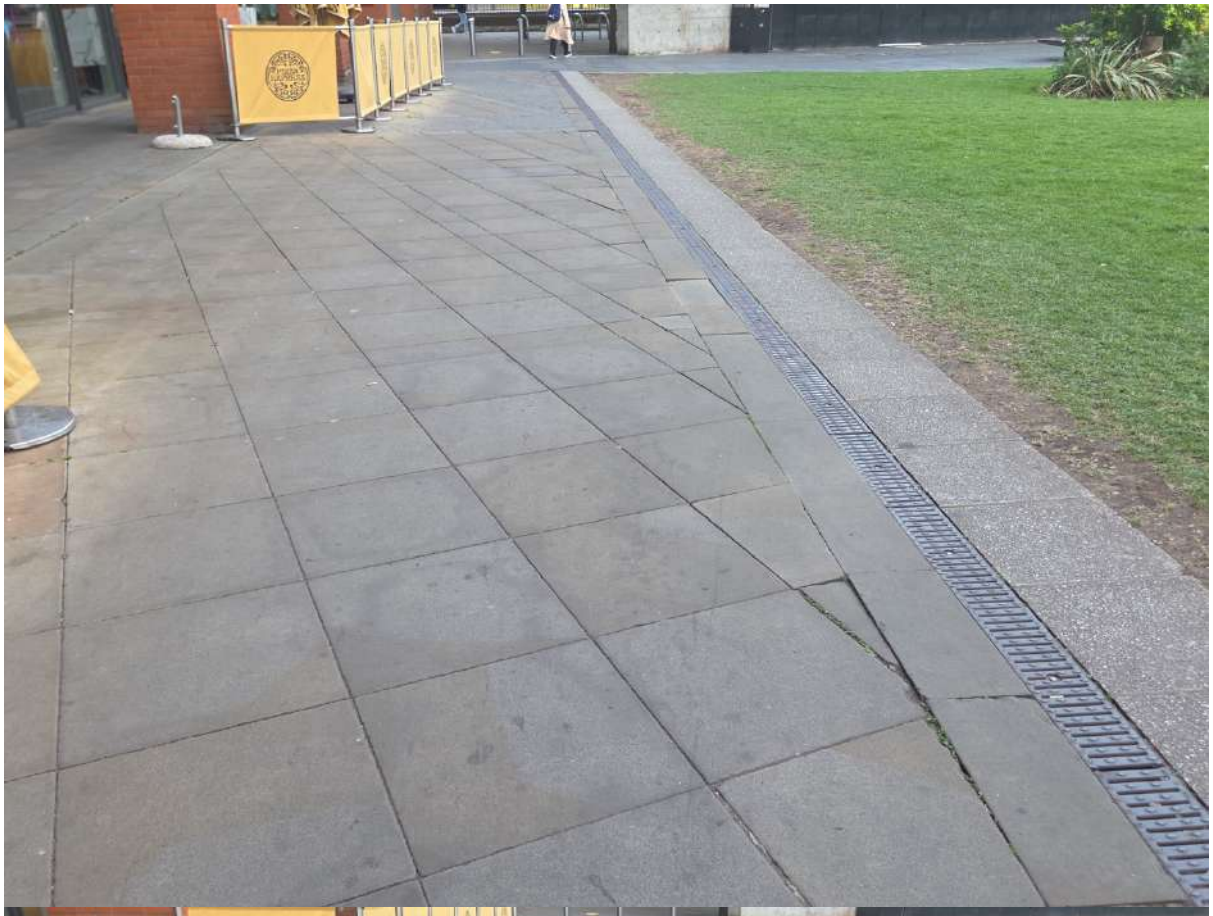





SHORYU

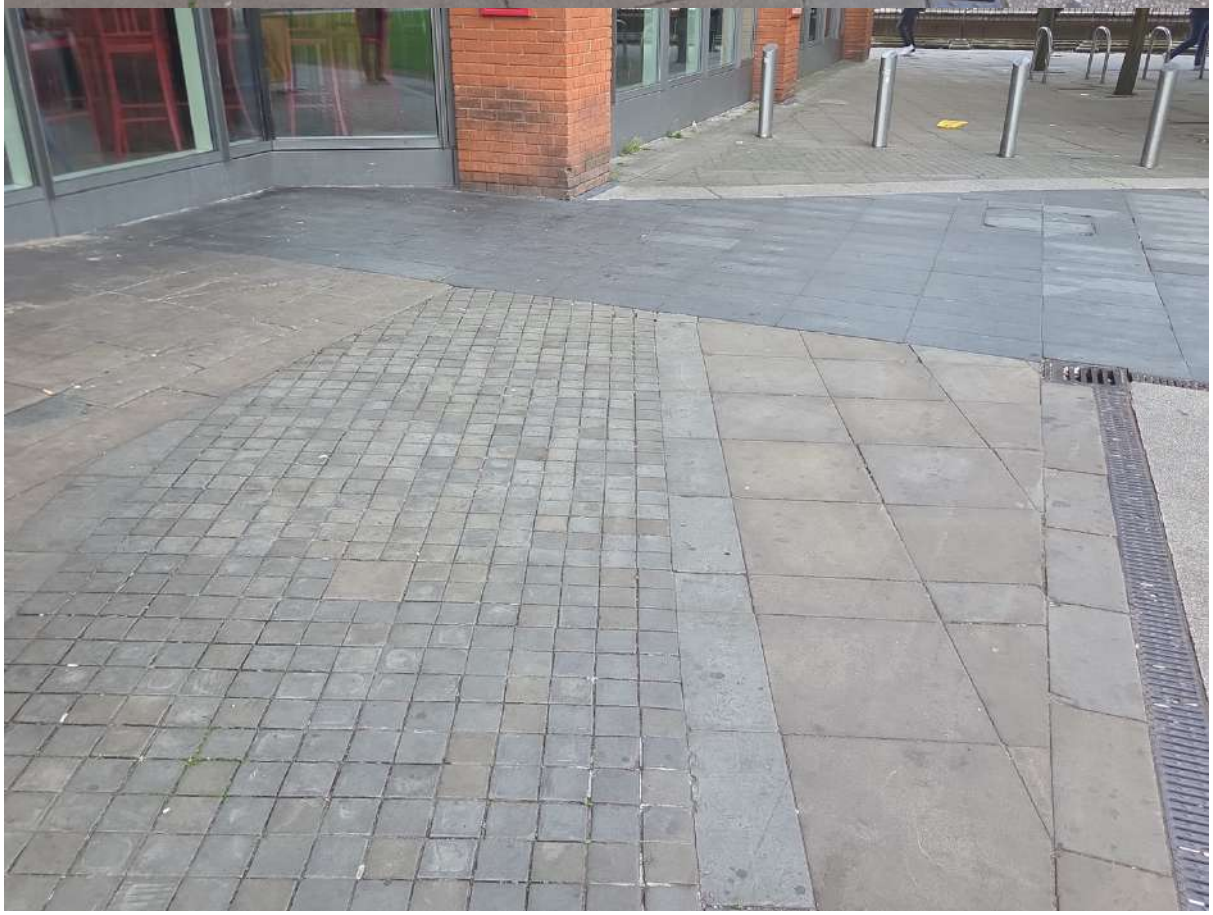






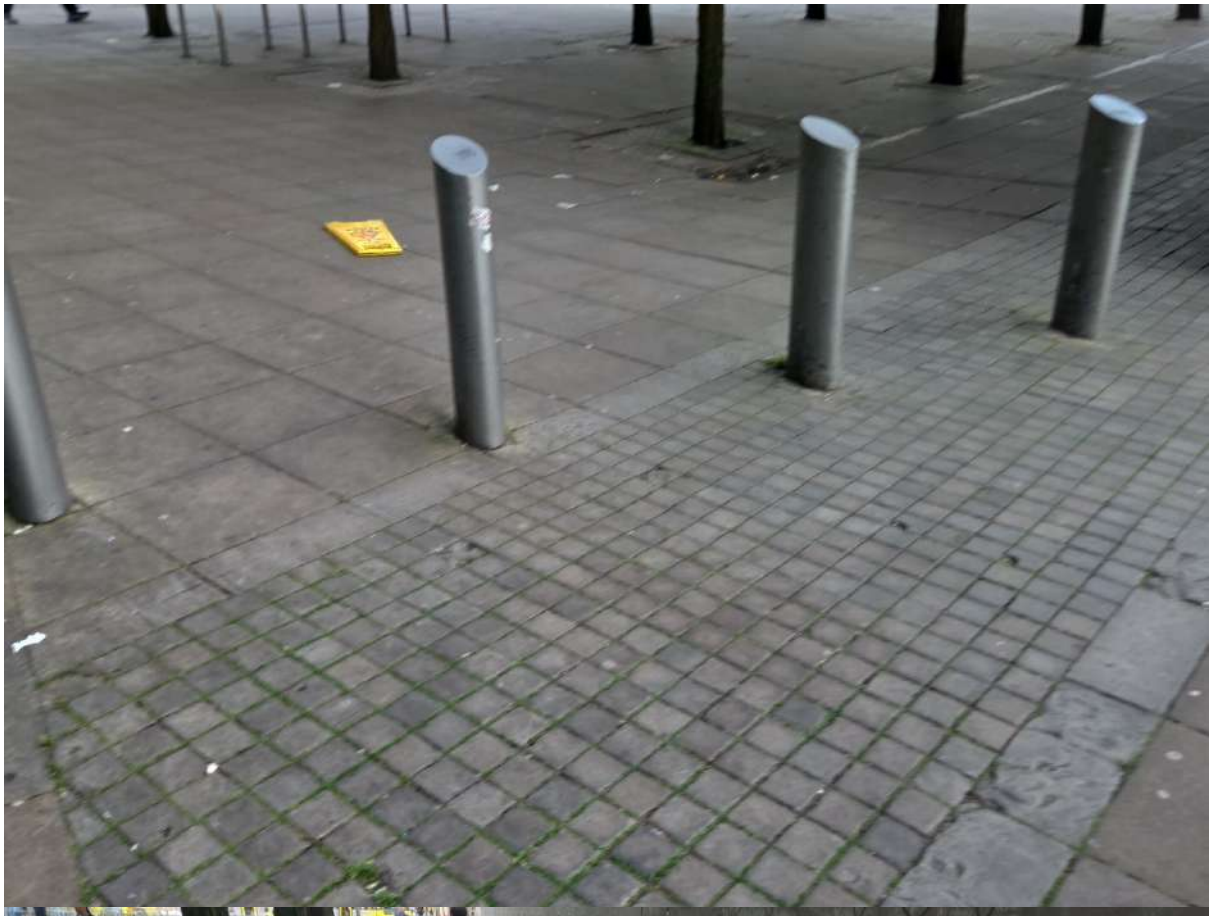













WET
FLOOR
CAUTION





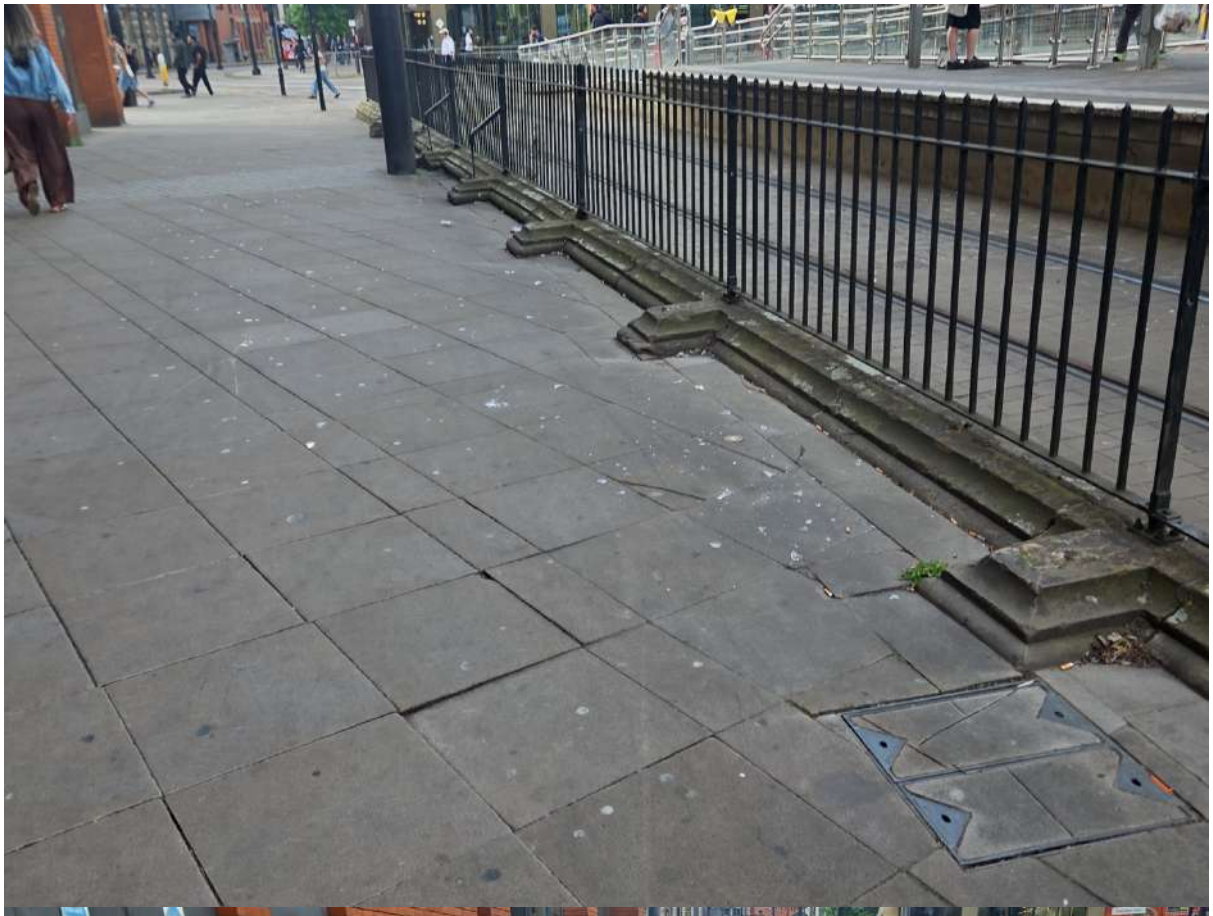


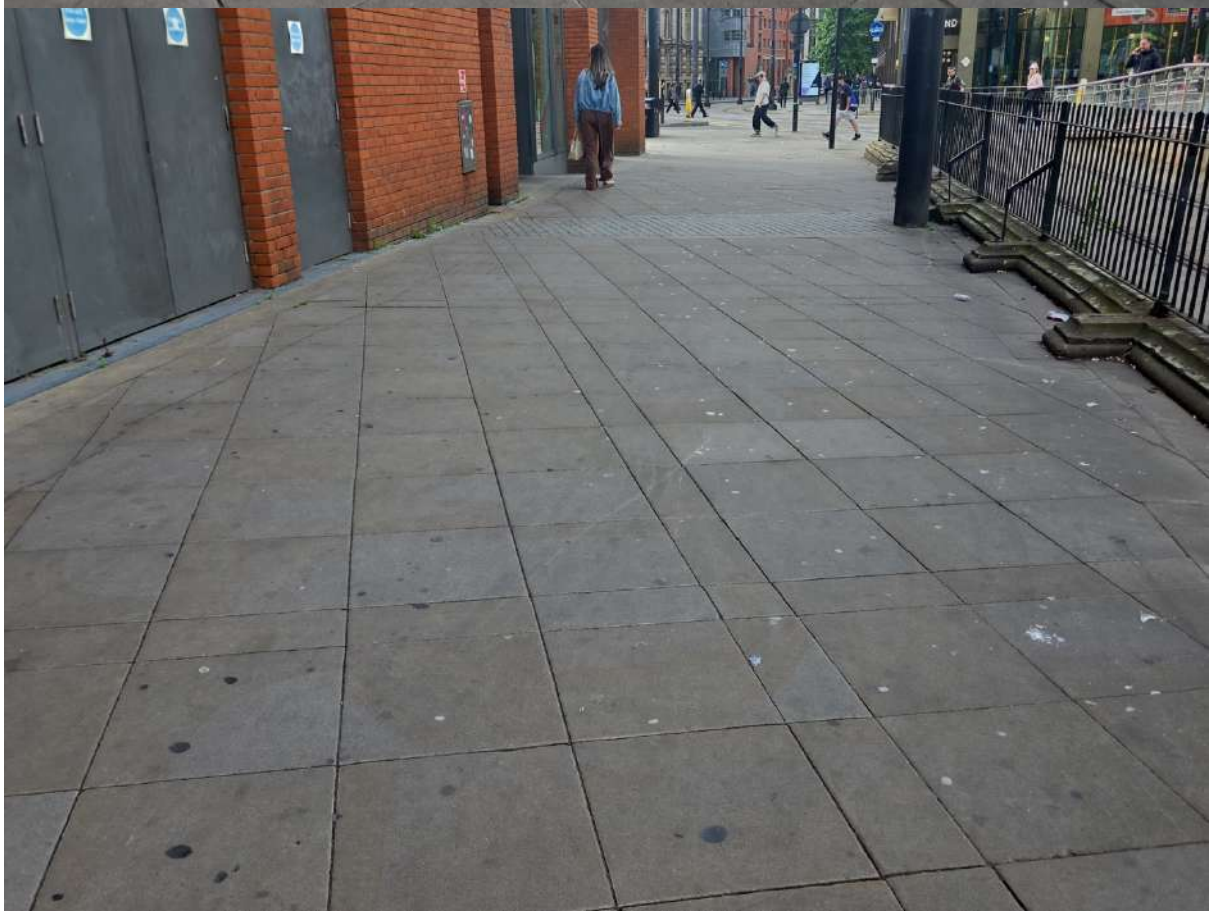


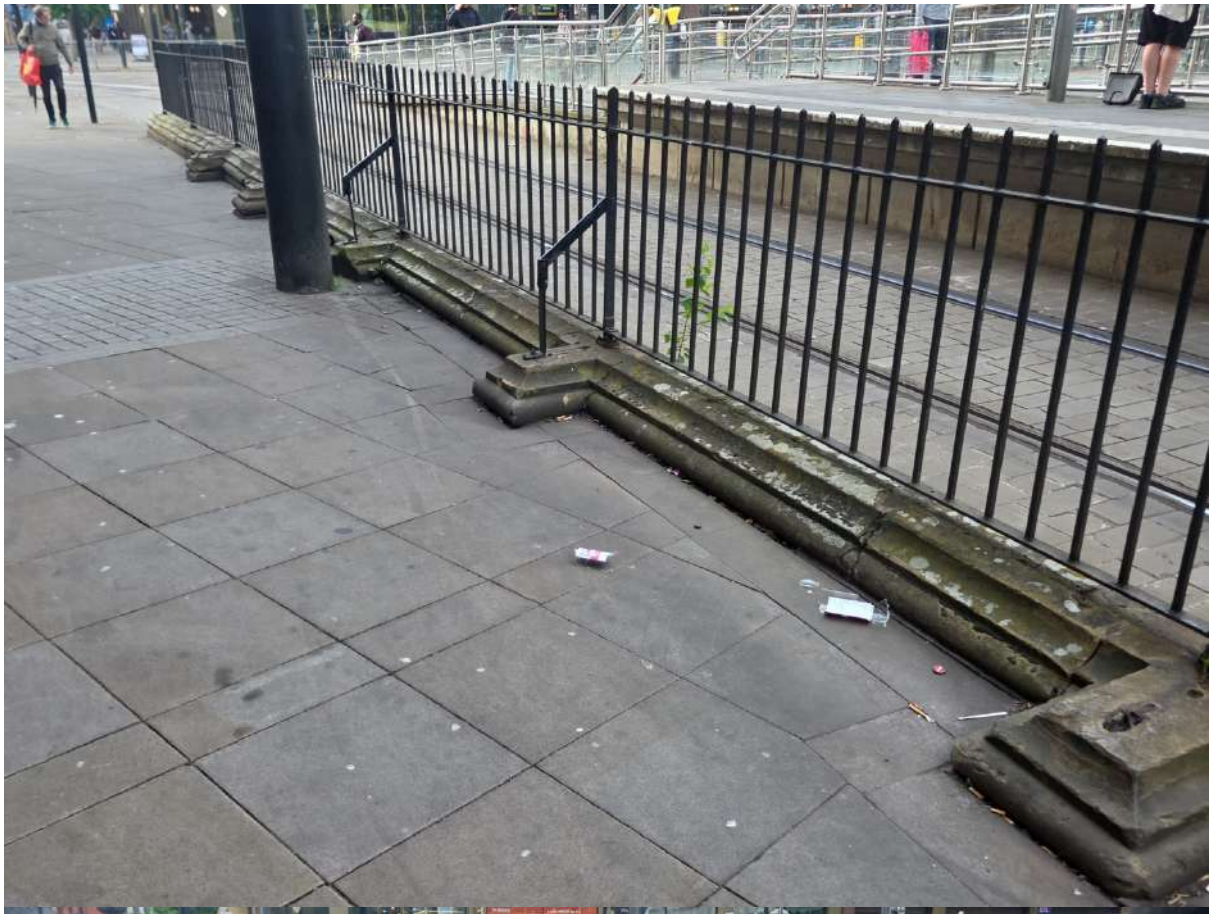





RAYLAND



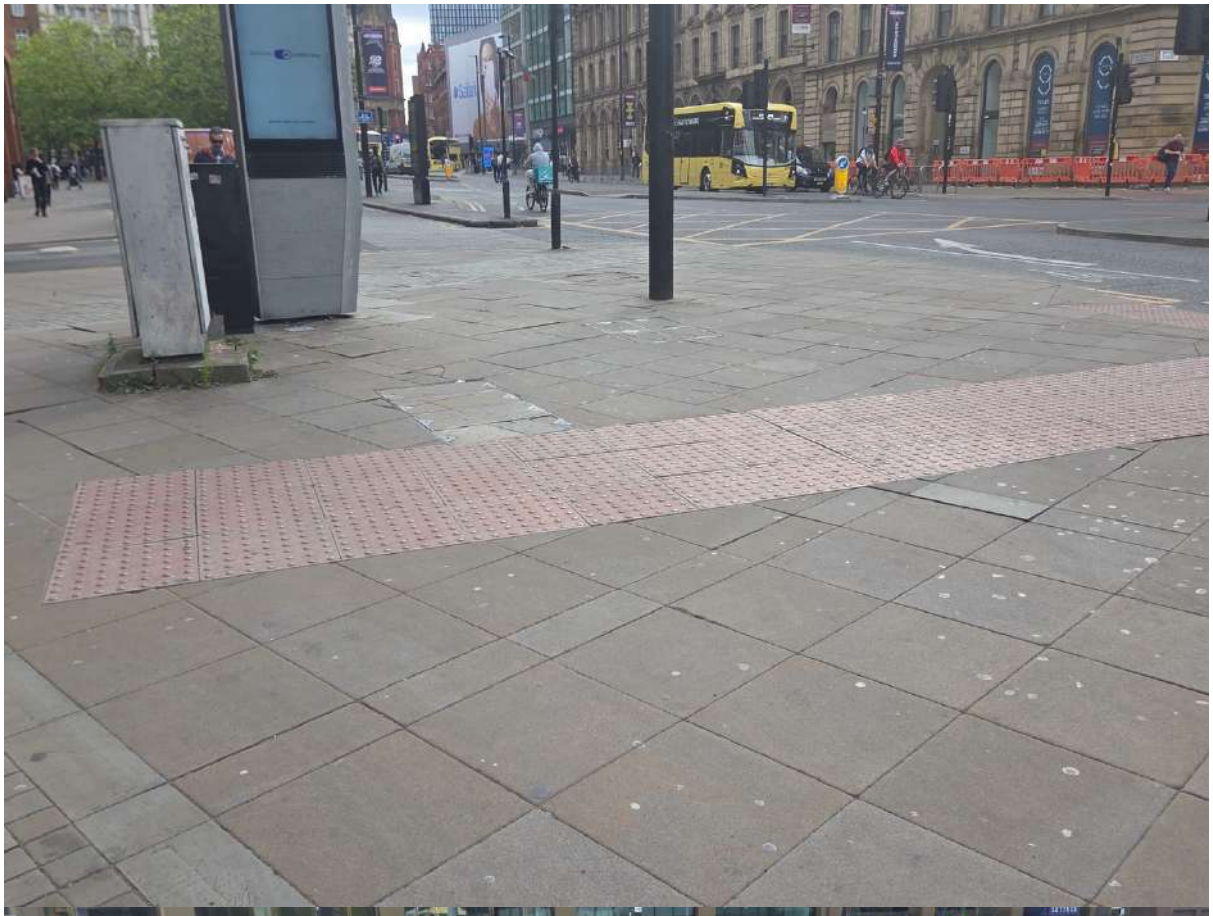





PORTLAND








LOOK BOTH WAYS

