MANCHESTER CITY COUNCIL

Planning

Delegated Officer Report

Summary of application details

Application reference:	145508/LO/2026
Application type:	Listed building consent (Alt/Ext)
Proposal:	Listed Building Consent for the installation of 3no. platform validators with associated servicing.
Site address:	Piccadilly Railway Station Piccadilly Station Approach Manchester M1 2BN
Ward(s):	Piccadilly
Date application valid:	24 June 2026
Applicant name:	Mr Gregg Cochrane
Agent (if any):	Mr Choks Thenappan
Case officer:	Michael Pearson
Recommendation:	Approve
Date of recommendation:	05/08/2026

Description of site, building and/or area

The application relates to platform 1 of Manchester Piccadilly Station and the modern link bridge between all platforms. The platform forms part of the Grade II listed Victorian undercroft area of the station, with glazed brick, decorated columns and large metal support frame. The platform is in active use as a railway station. Modern infrastructure is present with this consisting of benches, bins, lighting columns, digital display screen and signs.

The neighbouring area lies within the eastern half of Manchester City Centre, to the west of the site lies the Whitworth Street Conservation Area. Neighbouring development is predominantly commercial and high density, with office and retail uses dominating the local area.

Description of development

The application seeks listed building consent for the installation of three platform ticket validators.

The ticket validators are a pole with a capsule shaped interface. The structure is 1100mm tall and would be secured by 4no bolt fixings.

Two of the validators would be located on the station's modern link bridge away from historic material, with all trunking concealed within the void behind the bridge's cladded panels. The third ticket validator would then be located on platform 1, with its power conduit running along the floor to an adjacent servicing box for a length of 3m. The power conduit would be coloured black.

The proposed ticket validators are to enhance railway users experience and simplify the use of public transport available within the station.

Relevant planning history

129117/LO/2021 - The installation of ticket validators on the station concourse – Approved May 2021.

116976/LO/2017 - Listed Building Consent Installation of Automatic Ticket Gatelines to Platforms 1, 2 and 3 – Approved September 2017.

109211/LO/2015/C2 - LISTED BUILDING CONSENT for the installation of Automatic Ticket Gatelines to Platforms 4, 5, 6 and 7 – Approved August 2015.

Consultation, notification and publicity responses

Publicity – A site notice and press notice were published. No comments were received.

Flood Risk – No objection.

High Speed Rail Two – No objection received.

Relevant policies

The Places for Everyone Plan – Joint Development Plan Document, for nine of the 10 boroughs which make up Greater Manchester adopted on 21st of March 2024:
- Policy JP-Stat1 – Core Growth Area
- Policy JP-Strat2 – City Centre
- Policy JP-P2 – Heritage
- Policy JP-C1 – An Integrated Network

The Manchester Core Strategy – Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on the 11th of July 2012:
- Policy SP1 – Spatial Principles
- Policy EC3 – The Regional Centre
- Policy CC1 – Primary Economic Development Focus: City Centre and Fringe
- Policy CC5 – Transport
- Policy CC9 – Design and Heritage
- Policy EN1 – Design Principle and Strategic Characters Areas
- Policy EN3 – Heritage
- Policy DM1 – Development Management

Saved Unitary Development Plan for Manchester – The following saved UDP Policies are of relevance to this application:
- Policy DC19 – Listed Buildings

National Planning Policy Framework (NPPF)
- Chapter 12 – Achieving well-designed and beautiful places
- Chapter 16 – Conserving the Historic Environment

Draft National Planning Policy Framework (2025)
The government has published a consultation National Planning Policy Framework 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.

Other Legislative Requirements

Planning (Listed Buildings and Conservation Areas) Act 1990

Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (LBCA Act) states that in considering whether to grant Listed Building Consent for any works 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.

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.

Assessment

Within the area of the station affected by the proposals, the listed building's significance is easily visible, with the station's decorated columns and large metal support frame on view. Notwithstanding this, the area is punctuated by multiple modern interventions, most notably, that of the modern link bridge that provides access to multiple platforms, though the platforms themselves feature a variety of modern furniture and other station paraphernalia required for daily operations to be seamless.

Contained within the submission, it is made clear that to continue the improvement in station infrastructure the continued roll out and use of modern technology is required, this being the use of PVALs in this instance, contactless tap in tap out points for railway users. Two of the proposed PVAL units would be placed on the aforementioned link bridge. As this is a modern part of the station away from original material, it is considered that these elements of the proposal would have a neutral impact on the significance of the listed building provided conduits are concealed and no fixings are made within historic brickwork. The installation of the third PVAL unit on Platform 1 would cause a very low level of less than substantial harm due to the increased presence of modern furniture and paraphernalia within a historic context, with a visible conduit/piece of trunking that would be coloured black. Notwithstanding this, planning condition in the event of an approval would require that no fixings be made to historic material and that trunking be hidden from view or coloured black.

The development if implemented would bring about an improved user experience to those using public transport within the station, continuing to allow the station to perform its daily operations and improving the user experience, thereby attracting more people to opt for sustainable modes of transport. This is recognised as being tangible public benefits that would be achieved should the proposals be implemented.

Conclusion

In line with the above, it is acknowledged that the proposed development would incur a very low level of less than substantial harm to be caused to the significance of the listed building. Notwithstanding this, it is considered there would be sufficient public generated through the implementation of the proposal that would outweigh the recognised harm, this being the improvement in the usability of the public transport network and its associated environmental benefits. Additionally, planning condition would further mitigate the harm caused to the listed building by securing sympathetic finishes and installation methods. Therefore, the proposal would

meet the requirements as set out under Section 16(2) of the Planning (Listed Building and Conservation Areas) Act 1990 in relation to preservation, and accord with Places for Everyone Plan Policies JP-Strat1, JP-Strat2, JP-P2 and JP-C1, Core Strategy Policies SP1, EC3, CC1, CC5, CC9, EN1, EN3 and DM1, Saved Unitary Development Plan Policy DC19, the National Planning Policy Framework, and the Planning (Listed Building and Conservation Areas) Act 1990. On this basis the application is recommended for approval.

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

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved 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 recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Conditions attached to this 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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

   - Location Plan: Order ID 290786 (Received 04/08/2026)
   - Pole dimensions plan (Received 23/03/2026)
   - 2026-FRT-DWG-EPT-000015 Rev P03: Piccadilly Station Proposed GA (Received 05/08/2026)
   - Heritage Statement (Received 29/05/2026)

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

3) All exposed conduits hereby approved shall be coloured black and shall not be affixed to historic brickwork.

Reason - In the interests of preserving and protecting the historic character and appearance of the listed building in accordance with policies CC9 and EN3 of the Core Strategy, saved policy DC19.1 of the Unitary Development Plan for the City of Manchester and the National Planning Policy Framework.

4) PVAL 2 as shown on drawing 2026-FRT-DWG-EPT-000015 Rev P03 (Received 05/08/2026), shall be pole mounted and shall not be affixed to historic brickwork.

Reason - In the interests of preserving and protecting the historic character and appearance of the listed building in accordance with policies CC9 and EN3 of the Core Strategy, saved policy DC19.1 of the Unitary Development Plan for the City of Manchester and the National Planning Policy Framework.