13th October 2026
Our Ref: 2026.005

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Manchester City Council,
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To whom it may concern,

RE: APPROVAL OF DETAILS RESERVED BY CONDITION
CONDITION 7, LPA REF. PLA-2026-001348

We are pleased to submit this application to approve details reserved by condition on behalf of Manchester City Council (MCC) and Galliford Try for Condition 7 (Construction Management Plan).

The condition was reserved on consent ref: PLA-2026-001348, granted on 25th September 2026, for:

City Council Development - Redevelopment and reconfiguration of Piccadilly Gardens comprising works to the public realm including public open space and use of space for events, together with decommissioning and removal of the existing fountain; creation of play space, lawn area, hard and soft landscaping; lighting; and drainage and other associated infrastructure; and a severable plot for a future ancillary structure with associated interim landscaping.

The requisite planning application fee (£390.00) has been paid via internal journal transfer within Manchester City Council.

The application is supported the following documents:

- Construction Management Plan – document ref. FM-HSE-C01-01 (prepared by Galliford Try)
- Application form

Wording of Condition 7

Condition 7 requires the submission and approval of detailed construction management plan outlining working practices. Condition 7 sets out the requirements of the submitted document, including details of:

- Construction programme and site management
- Contractor logistics and welfare facilities
- Dust, drainage and environmental controls
- Construction traffic routing and access
- Parking, loading and crane operations
- Highway and pedestrian/cycle management
- Protection of highway assets and infrastructure
- Utilities coordination and street works
- Coordination with neighbouring developments
- Highway condition surveys and monitoring

Information summary

In response to the requirements of Condition 7, Galliford Try have prepared a Construction Management Plan specifically for the Piccadilly Gardens Redevelopment project in accordance with the Construction (Design and Management) Regulations 2015.

The submitted CMP has been prepared to provide clear, concise, and project-specific information required to manage the works, along with arrangements for controlling and managing significant site risks. The Construction Management Plan has been developed to avoid the use of generic documentation and instead focuses on project-specific information and arrangements that support effective communication and management of risks.

The following table sets out the

Condition 7 requirement	Galliford Try Response	Submitted CMP Reference
The duration/phasing of construction works and associated vehicle types/trips	Phase 1 of the works is planned to commence in November 2026. This will comprise the majority of the central site area and will run through to Summer 2027. Phase 2 of the works is planned to commence immediately after Phase 1 completes. This will comprise the section of footway adjacent to the Metrolink tramlines and extend up to include the area of Market Street to its junction with Tib Street. Alternative pedestrian routes will be provided during Phase 2 of the works.	Page 6, Section 1.3(a)

Condition 7 requirement	Galliford Try Response	Submitted CMP Reference
	Details of further phases will be shared as they are agreed with Manchester City Council. Refer to the construction site layout in Appendix 5. The CMP does not specify associated vehicle types or trip numbers.	
Confirmation that site hours will be as per MCC standard hours	The standard site hours are as follows: Monday to Friday: 7:30am to 6:00pm; Saturday: 8:30am to 2:00pm; Sunday and out of hours: By agreement with MCC's Project Manager (shop fronts etc.).	Page 6, Section 1.3(b)
Confirmation of display of an emergency contact number	The contact details of the Project Manager will be displayed on the site information board in case of emergency. See below for specific contact details.	Page 10, Section 2.1
Contact details of the site manager/responsible person to discuss issues/amendments that arise	Project Director [redacted] Project Manager [redacted] Design Manager [redacted]	Page 10, Section 2.1
Details of how access to the electricity substation, and for utility companies (as required) will be managed	A dedicated access gate will be provided adjacent to the existing substation within the site to enable ENWL to gain uninterrupted access to their infrastructure. The gate will be locked with a coded padlock which will be shared with ENWL. Refer to the construction site layout in Appendix 5. The project team has already engaged with Cadent, ENWL, Openreach, United Utilities, and other statutory undertakers during the pre-construction phase. Engagement will continue throughout construction to manage access requirements as required.	Page 9, Section 1.7
Wheel Washing, dust suppression measures and schedule for maintenance of drains and gulleys	Wheel washing facilities will be provided at the site access to enable vehicles to be cleaned down before leaving site. Local roads and highway drainage gullies adjacent to the site will be regularly cleaned using road sweepers to prevent contamination.	Page 8, Section 1.6.3

Condition 7 requirement	Galliford Try Response	Submitted CMP Reference
Requirements for any tower crane, including arrangements for delivery, assembly and removal	There are no requirements for a tower crane as part of this project.	Supplementary response (no CMP ref)
Routing of construction traffic and associated swept-path assessment	Refer to the construction site layout provided in appendix 5. The CMP does not include a swept-path assessment.	Appendix 5
Details of the location and arrangements for contractor parking	There will be no contractor parking provided on site, all contractor vehicles will be guided to use public car parks within the vicinity of the site.	Supplementary response (no CMP ref)
The identification of the vehicular access and egress points to/from the site	Refer to the construction site layout provided in appendix 5.	Appendix 5
Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas	Refer to the construction site layout provided in appendix 5.	Appendix 5
Impact on adjacent TROs including loading bays, bus stops/shelters (to be agreed with TfGM), taxi bays etc.	None foreseen during the initial phase of the project.	Supplementary response (no CMP ref)
Traffic Management measures for vehicles, pedestrians and cyclists	Vehicle and pedestrian routes shall be segregated where reasonably practicable. Where complete segregation cannot be achieved, suitable control measures shall be implemented including physical barriers, designated crossing points, trained marshals, signage and traffic management systems.	Page 19, Section 2.12
Details/mitigation of any impacts on street furniture, crossing points, highway layout, lines etc.	None foreseen during the initial phase of the project.	Supplementary response (no CMP ref)
Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway	None required.	Supplementary response (no CMP ref)

Condition 7 requirement	Galliford Try Response	Submitted CMP Reference
The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality	"Other significant construction projects known at this stage include the One Piccadilly Gardens refurbishment works, and the Rylands Building redevelopment works. Engagement is underway with the respective project teams and this liaison will continue during the pre-construction phase." The project team has already engaged with the respective project teams on the One Piccadilly and Rylands sites to understand their construction programmes and logistical requirements. This engagement will continue throughout construction to ensure respective activities are co-ordinated and local disruption is minimised.	Page 21, Section 3.2
Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site	A highway dilapidation survey will be carried out on adjacent carriageways and footways prior to starting works.	Supplementary response (no CMP ref)

We trust that you have all the information required to validate the approval of details reserved by condition application. Should you have any queries or require any further information, please do not hesitate to contact me.

Yours faithfully,



Matthew Dixon MRTPI
Director
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