30th October 2026
Our Ref: 2026.005

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To whom it may concern,

RE: APPROVAL OF DETAILS RESERVED BY CONDITION
CONDITION 27a, 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 27a (Highways and servicing).

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:

- Application form
- 4004-PLA-XX-XX-DR-L-0003, Rev P02 – Footway/Crossing Dimensions – prepared by Planit
- 4004-PLA-XX-XX-DR-L-4000, Rev C01 – Furniture, Lighting and CCTV Plan – prepared by Planit
- 4475-CIV-XX-XX-D-C-40004, Rev P03 – Refuse Vehicle Access Check – prepared by Civic

- 4475-CIV-XX-XX-D-C-40005, Rev P03 – TfGM Vehicle Tracking Vehicle Access Check – prepared by Civic
- 4475-CIV-XX-XX-D-C-40006, Rev P03 – TfGM Vehicle Tracking Vehicle Access Check – prepared by Civic

Wording of Condition 27

This application seeks the part discharge of Condition 27 in relation to Condition 27(a) only.

Condition 27 relates to highways, pedestrian safety and servicing arrangements associated with the development.

Part (a) requires the submission and approval of details relating to retained footway and carriageway widths, servicing vehicle swept paths, refuse bin and waste collection arrangements, refuse vehicle routing, and the proposed controlled pedestrian crossing facility, including its relationship with the existing bus stop and cycle stands.

The approved details are required to be implemented as part of the development and be in place prior to first use.

Part (b) will follow at a later stage, prior to first use of the development, and requires the submission of a Verification Report including photographic evidence and relevant highway approval/completion notices. Part (c) requires any identified non-conformity to be addressed and verified prior to first use of the development.

Information summary

The submitted information provides the highways, pedestrian and servicing details required under Condition 27(a).

The Footway/Crossing Dimensions drawing identifies the retained footway and carriageway widths around the site, including adjacent to 11–13 Piccadilly, along the western boundary adjacent to the Metrolink tracks and at the south-eastern corner adjacent to the existing retail units. It also identifies the proposed controlled pedestrian crossing and its relationship with the surrounding highway arrangements.

The Furniture, Lighting and CCTV Plan identifies the proposed street furniture arrangements, including cycle stands and refuse bin locations. This is supported by the Civic vehicle tracking drawings, which demonstrate the proposed servicing and refuse vehicle routes using the updated site layout, including tracking for the MCC refuse vehicle, Phoenix 2 Duo, 7.5t box van and small tipper.

Taken together, the submitted drawings demonstrate the retained pedestrian widths, servicing and refuse arrangements, vehicle tracking and proposed crossing arrangements required by Condition 27(a).

Accordingly, the submitted information provides the highways details required to support the part discharge of Condition 27(a).

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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