

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130170/LO/2021

Date registered valid: 26 April 2021

Proposal: LISTED BUILDING CONSENT for alterations to the Grade II Listed Power Hall for the creation of openings and the installation of plant plus the introduction of a services trench within its curtilage.

Address: Power Hall , Science & Industry Museum, Liverpool Road, Manchester, M3 4FP

Ward(s): Deansgate Ward

Applicant: Science and Industry Museum Liverpool Road , Manchester , M3 4FP

Agent (if any): Katie Wray Deloitte Real Estate The Hanover Building, Corporation Street, Manchester, M4 4AH

Case officer: Eve Woolstencroft
Tel: 0161 234 4533
Email: eve.woolstencroft@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 1 July 2021

Application details

Type of application: Listed Building Consent

Development type: Listed building alteration

Date of site visit: 17 May 2021

Standard consultations:

Printed: 19 May 2021 Expired: 9 June 2021

Neighbour notifications

Printed: 13 May 2021 Expired: 3 June 2021

Site notice

Posted: 17 May 2021 Expired: 7 June 2021

Press advert

Published: 18 May 2021 Expired: 8 June 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Castlefield Conservation Area 1979

Tree Preservation Order:

Description of Site/Area

The Science and Industry Museum (formerly known as the Museum of Science and Industry) in Manchester, England, is a large museum devoted to the development of science, technology and industry with emphasis on the city's achievements in these fields. The museum is part of the Science Museum Group, a non-departmental public body of the Department for Culture, Media and Sport, having merged with the National Science Museum in 2012.

The site is located within the Castlefield Conservation Area the large and complex former "Liverpool Road Railway Station" site contains a significant collection of Grade I and Grade II listed buildings.

The proposal site relates to the Power Hall and the Upper Yard, The Power Hall was built as a Shipping Shed in 1855 for the LNWR to provide space for immediate unloading and transhipment of goods on to carts and trucks and overnight garaging for locomotives. It was located at the corner of Liverpool Road and Lower Byrom Street, further east from its smaller predecessor. Offices were built at its western end in the early-1860s, also facing Liverpool Road, to serve the burgeoning administrative functions of Shipping Shed. In c.1881, a substantial electrical travelling gantry crane was installed by the LNWR, adjoining the north elevation of the Power Hall - intended for transhipment (transferring goods from one train to another for onward transport). The building remained in use until 1975, when the station closed. It was repaired in 1979 and used as part of the station's 150th anniversary celebrations, following which it was converted into the Power Hall between 1980 and 1983.

The Upper Yard was formed following the construction of the 1867 Viaduct and the New Warehouse, this area became a goods yard, characterised by the open space between tall railway buildings, the crane gantry and the rail tracks. This area was integral to the functioning of the station complex. Some of the original stone setts remain, though many have been reset and in some areas they have been replaced with tarmac.

Description of Development

Listed Building Consent is sought for alterations to the Grade II Listed Power Hall for the creation of openings and the installation of plant plus the introduction of a services trench within its curtilage.

Consultations & Notification Responses

Local residents were notified and a site notice was posted for 21 days however no responses were received.

Historic England – do not wish to offer any comments

GMAAS-

The application has been submitted with a Heritage Impact Assessment prepared by Donald Insall Associates (April 2021), which fulfils the requirements of assessing the significance of the heritage assets affected by the proposed development, as set out in NPPF paragraph 189. The Heritage Impact Assessment presents a detailed historical narrative of the development of Liverpool Road Station, a description and photographic record of the Power Hall, and an assessment of the significance of the building and the historic surfacing that forms its curtilage. It also presents a description of the proposals and their impact on the heritage assets, which concludes that the development will result in no harm to the significance of the designated site.

A detailed methodology prepared by the groundwork contractor allows for all relevant areas to be photographed before commencing any intrusive works on site, and a further photographic record to be generated during the course of all excavations. It is understood that all relevant photographs and logs of the trial pits and trenches will be collated into a report, and a copy of this report will be deposited with the Greater Manchester Historic Environment Record upon completion of the works.

GMAAS considers that the excavation of the trial holes and the proposed service trench across the Upper Yard of the Museum site is unlikely to impact on any below-ground remains of archaeological interest, based on a review of the historic map sequence and information obtained from previous archaeological work carried out at the Museum. As such, GMAAS is not seeking the implementation of any archaeological strategy to accompany the works. This advice, however, relates purely to the below-ground archaeological resource, and GMAAS recommends that advice is sought from the Urban Design & Conservation Team at Manchester City Council regarding the impact of the proposals on the historic fabric of the listed building, and whether any mitigation strategy needs to be implemented.

Policy

The main issue for consideration relates to the impact of the proposals on the identified heritage assets in regard to preserving and, where possible, enhancing identified assets. The main policies that relate to the proposal are Section 16 (Conserving and enhancing the Historic Environment) of the revised National Planning Policy Framework (NPPF) (2019), and Policies DM1 (Development Management), EN3 (Heritage), EN1 (Design Principles and Strategic Character Areas), CC9 (Design and Heritage) and SP1 (Spatial Principles) of the Adopted Core Strategy for the City of Manchester (2012), and saved policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) of the Unitary Development Plan for Manchester (1995).

The revised NPPF (2019) Section 16 (Conserving and enhancing the Historic Environment) paragraph 193 highlights that when considering the impact of a proposed development 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 196 of the revised NPPF (2019) highlights 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.

Core Strategy policy CC9 (Design and Heritage) states that development in Manchester City Centre should preserve or enhance the heritage assets that have been identified. Developers must recognise the specific design challenges that must be overcome to ensure complementary of function and form.

Core Strategy policy EN 3 (Heritage) states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed so as to support the Council in preserving, or where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

Core Strategy policy SP1 (Spatial Principles) states that development in all parts of the city should protect and enhance the built and natural environment.

Core Strategy policy DM 1 (Development Management) states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detail; impact on surrounding areas in terms of the design, scale and appearance of the proposed development; development should have regard to the character of the surrounding area; and effects on amenity.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) Policy EN4 states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices through a number of actions.

Saved UDP policy DC18.1 (Conservation Areas) states that the Council will give particularly careful consideration to development proposals within Conservation Area. The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering; the relationship of new structures to neighbouring buildings and spaces; and the effect of major changes to the appearance of existing buildings.

Saved UDP policy 19.1 (Listed Buildings) states that the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such

buildings and to protecting their general settings by; not permitting any external or internal alterations or addition to a listed building where, in its opinion, there would be an adverse effect on its architectural or historic character; and seek to preserve and enhance the setting of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features.

Legislation

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State 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 Listed Building 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. Members should consider whether there is justification for overriding the presumption in favour of preservation.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Assessment of significance

The supporting heritage assessment, undertaken by Donal Insall Associates, sets out the significance of the buildings within the site and other designated heritage assets as detailed below.

The proposal site falls within the designated Castlefield Conservation Area and the SIM site is clearly a key group of assets that contributes greatly to the character and appearance of the Castlefield Conservation Area.

The proposal relates to the Power Hall and Upper Yard and the significance of this area is assessed as follows:

The Power Hall is of high historic value for its role as one of Manchester's key hubs for goods transfer and it represents the success of the Liverpool Road Station as part of a wider network of goods distribution across the country and throughout the world; it is also representative of the site's historic development as the first major building to be erected following the station's transfer to a goods only station in 1844.

The building is also significant as the first building to be converted and used by the North Western Museum of Science and Industry (now the SIM) to celebrate the station's 150th anniversary;

The site and the building are of high evidential value for the continued development of the site for goods / shipping sheds;

The building has strong group value with the other railway buildings and structures on the site; It is of high aesthetic value - as a rare survivor of an early urban goods transfer shed and is representative of development of the railway goods sheds as a building type;

Some of its features exemplify LNWR's architectural standards - including the roof lights and the blind arcading to its street-facing elevations, which contributes to its significance;

The layout follows something of a hybrid plan for goods sheds of the time - a through-type, with openings in the short elevations, with rail tracks along the north side of the building and a roadway on the south, for direct transfer from rail to road vehicle across a loading stage;

The former Goods Offices contribute to the building's significance and are representative of the mid-Victorian development of the goods station and are a decent, if not rather typical example of their type;

The late-19th century travelling crane, located along the north elevation is of high significance as an increasingly rare survivor of its type;

The mid-20th century WC block has little or no architectural value and does not contribute;

The early-1980s Visitor Entrance Block was designed to reflect the architecture and detailing of the Power Hall, however it fails to contribute as its details are not well-handled and it features large expanses of smoked brown glazing, which detracts; overall this building is of neutral significance.

The Upper Yard was formed following the construction of the 1867 Viaduct and the New Warehouse, this area became a goods yard, characterised by the open space between tall railway buildings, the crane gantry and the rail tracks. This area was integral to the functioning of the station complex. Some of the original stone setts remain, though many have been reset and in some areas they have been replaced with tarmac, which detracts. All of the turntables have been removed. Despite its alteration, the Upper Yard retains its identity as a former goods yard.

The Upper Yard is considered to be of moderate historical, evidential and aesthetic significance and forms a key element of the setting of the Grade II-listed New Warehouse, Power Hall and 1830 Viaduct in particular.

The Upper Yard is curtilage listed in association with the aforementioned listed buildings. The tarmac surfaces are inappropriate to the otherwise setted and railed Yard, and the plant and 1980s platform visually clutter the space.

Impact on Heritage Asset

The proposal is to create an opening and for the installation of water source heat pumps and other associated plant in the Power Hall and water source heat network pipework within the listed building's curtilage.

The proposal site relates to the eastern portion of the Power Hall's interior. This area was altered considerably in the 1980s with the removal of the central loading platform, lowering of the floor level and laying of a screed surface, the installation of a raised platform, concrete plinths and exhibits including the horse gin and the water wheel - which have already been moved from this location.

An electrical 'exhibition boiler' and water source heat pumps are proposed in this area to power the historic working machinery within the Power Hall.

This equipment will not only be used to re-power the historic working machinery but to demonstrate the measures to reduce carbon footprint of the SIM and enhancing carbon literacy for future visitors. The equipment will rest on a new steel base, on the concrete screed floor.

The pipework and equipment will be finished in polished metal.

A trial hole is proposed in advance of the following trenching / pipework connection into the building in order to determine the location of the building's footings.

A new opening is required in the north elevation for pipework; it would pass from the Upper Yard below ground level in a service trench, into the Power Hall via an opening measuring 1,650mm x 500mm and set under a concrete lintel. Given the lower floor level at this end of the building, the opening would be temporarily visible inside the building - before being concealed beneath a future visitor platform (to be proposed as part of the forthcoming Works Package 4 application). The new pipework - which will also be on show within the building - will require far

shorter runs and pass directly to the boiler, rather than across the exterior and interior of the building. The new switch room and transformer will be temporarily housed within an enclosure in the north east corner of the building. The enclosure will align the north wall, will be fixed to the concrete floor and screwed into mortar joints in the east wall only - avoiding the need for fixings into the brickwork.

Trenching

To serve this new equipment within the Power Hall, a series of service trenches are proposed within the Upper Yard, which lies within the curtilage of the Power Hall (and also the New Warehouse). Those proposed within the Upper Yard which affect modern surfaces, whilst those proposed beneath setted and railed areas and those close to the Power Hall are proposed within this application.

There are three key areas - the area to the west of the gantry crane and the area to the north of the Visitor Entrance Block, the surfaces comprise historic stone setts and also an area containing tracks. Final section is proposed beneath modern concrete paving, where it leads into the Power Hall.

Conclusion

The works are necessary, appropriate, proportionate and well considered. There will be no impact on the integrity nor harm to the significance of the asset attendant on the proposals. Overall, the works will represent an enhancement.

Appropriate conditions regarding final details of the mortar to be used between the cobbles, Elevation to platform, blockwork wall detail and any plant fixings to historic structure which are subject to detailed final designs and investigations will be attached to ensure that the works are in accordance with the legislation, guidance and policies previously highlighted within this report

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in

dealing with the planning application. Further information was sought from officers during the application and amendments were made to the proposal. Appropriate conditions were attached to the decision to ensure an acceptable development with the agreement of the applicant.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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:

Drawings referenced:

- Site Location Plan 321_1A_X_00_00 P1
- Existing Upper Yard Site Plan 321_1A_X_10_00 P1
- Proposed Upper Yard Site Plan 321_1A_P_10_00 P2
- Existing Ground Floor Plan 321_1A_X_20_00 P1
- Proposed Ground Floor Plan 321_1A_P_20_00 P2
- Proposed Upper Yard Demolition Site Plan 321_1A_P_11_00 P1
- Proposed GF Demolition Plan 321_1A_X_21_00 P2
- Existing Section & Internal Elevations 321_1A_X_30_00 P1
- Proposed Section & Internal Elevations 321_1A_P_30_00 P2
- Proposed Demolition Elevation 321_1A_X_31_00 P1
- Proposed Wall Penetration Details 321_1A_P_100_00 P2

all received by the City Council, as Local Planning Authority, on the 29 June 2021.

Design and Access Statement

Power Hall M&E strategy

Heritage Impact Assessment for Power Hall Plant and Trenching in the Curtilage dated April 2021 prepared by Donald Insall Associates

Risk Assessment Method Statement dated 22 April 2021

all received by the City Council, as Local Planning Authority, on the 23 April 2021.

'Cobble Survey 23.06.21' and 'Methodology - Upper Yard Trial Holes Trenches' received by the City Council, as Local Planning Authority, on the 23 June 2021.

Reason - To ensure that the development is carried out in accordance with the approved plans pursuant to Core Strategy policies SP1, DM1, and EN3 and saved Unitary Development Plan policy DC19.

3) Notwithstanding the details as set out in condition 2 above, prior to the complete reinstatement of cobbles, final details of the mortar to be used shall be submitted and approved by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policy and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

4) Notwithstanding the approved plans and documents as specified in condition 2, full and final details shall be submitted to an approved in writing regarding each specific part of the approved works as set out below, before each part of these works are commenced:

- a) Elevation to platform as referenced on drawing 321_1A_P_20_00 P2
- b) Blockwork wall detail
- c) Any plant fixings to historic structure

The works shall then be carried out in full in accordance with the approved full and final details.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building and appearance of the conservation area and the surrounding listed buildings in accordance with policies SP1, CC9, EN1, EN3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester

Appendix 1 – List of consultees & neighbours notified

Historic England (North West)

Greater Manchester Archaeological Advisory Service

83 Rozel Square, Manchester, M3 4FQ

6 Rozel Square, Manchester, M3 4FQ

Flat 2, 91 Liverpool Road, Manchester, M3 4JN

St Mathews, Liverpool Road, Manchester, M3 4NQ

26 Rozel Square, Manchester, M3 4FQ

Unit 1, 73 - 83 Liverpool Road, Manchester, M3 4JN

The Castlefield Hotel, Liverpool Road, Manchester, M3 4JN

Flat, The Ox, 71 Liverpool Road, Manchester, M3 4NQ

15 Atherton Street, Manchester, M3 3GS

Flat 1, 91 Liverpool Road, Manchester, M3 4JN

Ground Floor, 91 - 93 Liverpool Road, Manchester, M3 4JN

Flat 26, 91 Liverpool Road, Manchester, M3 4JN

Unit 3, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Unit 2, Karns Restaurant, 73 - 83 Liverpool Road, Manchester, M3 4AQ

91 - 93 Liverpool Road, Manchester, M3 4JN

Greater Manchester Museum Of Science And Industry, Water Street, Manchester, M3 4PU

Flat 115, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 6, 91 Liverpool Road, Manchester, M3 4JN

Flat 306, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 304, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 216, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 210, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 202, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 109, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 108, 73 - 83 Liverpool Road, Manchester, M3 4AQ

4 Rozel Square, Manchester, M3 4FQ

Flat 305, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 107, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 105, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 102, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 15, 91 Liverpool Road, Manchester, M3 4JN

Flat 308, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 205, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 112, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 106, 73 - 83 Liverpool Road, Manchester, M3 4AQ

34 Rozel Square, Manchester, M3 4FQ

14 Rozel Square, Manchester, M3 4FQ

Flat 316, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 214, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 113, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 110, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 319, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 313, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 310, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 307, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 217, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 20, 91 Liverpool Road, Manchester, M3 4JN

Flat 17, 91 Liverpool Road, Manchester, M3 4JN

Flat 9, 91 Liverpool Road, Manchester, M3 4JN

Flat 12, 91 Liverpool Road, Manchester, M3 4JN
Flat 4, 91 Liverpool Road, Manchester, M3 4JN
Flat 302, 73 - 83 Liverpool Road, Manchester, M3 4AQ
8 Rozel Square, Manchester, M3 4FQ
Flat 312, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 311, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 317, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 315, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 314, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 318, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 303, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 27, 91 Liverpool Road, Manchester, M3 4JN
16 Rozel Square, Manchester, M3 4FQ
Flat 204, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 116, 73 - 83 Liverpool Road, Manchester, M3 4AQ
18 Rozel Square, Manchester, M3 4FQ
Flat 111, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 7, 91 Liverpool Road, Manchester, M3 4JN
30 Rozel Square, Manchester, M3 4FQ
Flat 215, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 213, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 212, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 211, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 208, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 201, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 28, 91 Liverpool Road, Manchester, M3 4JN
Flat 25, 91 Liverpool Road, Manchester, M3 4JN
Flat 24, 91 Liverpool Road, Manchester, M3 4JN
Flat 18, 91 Liverpool Road, Manchester, M3 4JN
Flat 16, 91 Liverpool Road, Manchester, M3 4JN
Flat 11, 91 Liverpool Road, Manchester, M3 4JN
2 Rozel Square, Manchester, M3 4FQ
Flat 309, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 301, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 104, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 14, 91 Liverpool Road, Manchester, M3 4JN
Flat 3, 91 Liverpool Road, Manchester, M3 4JN
Flat 21, 91 Liverpool Road, Manchester, M3 4JN
Flat 13, 91 Liverpool Road, Manchester, M3 4JN
Flat 8, 91 Liverpool Road, Manchester, M3 4JN
22 Rozel Square, Manchester, M3 4FQ
Flat 114, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 103, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 101, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 207, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 206, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 203, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 117, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 209, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 23, 91 Liverpool Road, Manchester, M3 4JN
Flat 22, 91 Liverpool Road, Manchester, M3 4JN
Flat 19, 91 Liverpool Road, Manchester, M3 4JN
Flat 10, 91 Liverpool Road, Manchester, M3 4JN
Flat 5, 91 Liverpool Road, Manchester, M3 4JN

36 Rozel Square, Manchester, M3 4FQ
32 Rozel Square, Manchester, M3 4FQ
28 Rozel Square, Manchester, M3 4FQ
24 Rozel Square, Manchester, M3 4FQ
20 Rozel Square, Manchester, M3 4FQ
12 Rozel Square, Manchester, M3 4FQ
The Crystal Maze, Lower Byrom Street, Manchester, M3 4AP
10 Rozel Square, Manchester, M3 4FQ
The Ox, 71 Liverpool Road, Manchester, M3 4NQ
Museum Of Science And Industry, Liverpool Road, Manchester, M3 4JP
Castlefield Centre, 101 Liverpool Road, Manchester, M3 4JN
Unit 4, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Conservation Area - Castlefield Conservation Area 1979
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: CITY1