

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143389/FO/2025

Date registered valid: 7 July 2025

Proposal: Installation of hard and soft landscaping and the installation of fixed and automated bollards

Address: Museum Of Science And Industry, Liverpool Road, Manchester, M3 4JP

Ward(s): Deansgate Ward

Applicant: Mr David Brown, Science and Industry Museum

Agent (if any): Mr Alex Scrimshaw, Buttress Architects Ltd

Case officer: Jack Naven
Tel: 0161 219 2095
Email: jack.naven@manchester.gov.uk

Recommendation: Approve

Date of recommendation: **29 August 2025**

Application Details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 15 August 2025

Standard consultations:

Printed: 7 August 2025 Expired: 29 August 2025

Neighbour notifications

Printed: 18 July 2025 Expired: 8 August 2025

Site notice

Posted: 25 July 2025 Expired: 15 August 2025

Press advert

Published: 22 July 2025 Expired: 12 August 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of Site/Area

Listed building: Grade II

Conservation area: Castlefield Conservation Area 1979

Tree Preservation Order: Not applicable

The Science and Industry Museum is located in the western part of Manchester city centre, on the site of the former Liverpool Road railway station.

The wider museum site is bounded to the north by a number of large warehouses including the site of the new Aviva Studios, to the south by Liverpool Road, to the east by Lower Byrom Street, and to the west by the River Irwell as well as Stephenson's Viaduct.

The Museum is spread across several historic buildings that are connected by walkways and outdoor spaces. The museum is located on the site of the former Liverpool Road Railway Station, which was the terminus of the world's first intercity passenger railway. The buildings that house the museum are all listed and include the New Warehouse, the Power Hall, the 1830 Warehouse.

Throughout the museum complex, there are a number of outdoor spaces and walkways that allow visitors to explore the historic buildings and enjoy views of the surrounding area. The museum's layout is designed to be both educational and engaging, while retaining the industrial character and general spatial layout associated with its historic use.

The museum site is located in the Castlefield Conservation Area, known for its canals, warehouses, and industrial architecture.

This application relates specifically to the Lower Byrom Street Gateway, which is located to the east of the Museum, directly outside of the main entrance to New Warehouse, extending south towards the Power Hall.

Description of Development

The application seeks Planning Permission for the installation of hard and soft landscaping and the installation of fixed and automated bollards.

The works involve the installation of fixed and automated bollards, which will provide secure and safe vehicular access into the Upper Yard through boundary gate, whilst protecting the public, the works will also include the introduction of large tree planters, a timber tiered retaining wall, alongside improved hard landscaping finishes to provide accessible routes across and into the Museum.

This project is an extension and continuation of the access and hard landscaping solution already approved across the Upper Yard, which interfaces with New Warehouse and Power Hall.

Related Applications

143391/LO/2025 - Listed Building Consent for the installation of soft and hard landscaping and the installation of fixed and automated bollards.

Approved in tandem with this application.

143390/LO/2025 - Listed Building Consent for the installation of soft and hard landscaping and the installation of fixed and automated bollards.

Approved in tandem with this application.

Consultations & Notification Responses

Publicity - Neighbour notification letters were sent to surrounding properties. A site notice and local press advert were also produced. At the time of writing this report, no representations have been received because of this publicity.

Counter Terrorism Policing North West (CTPNW) - Are supportive of the proposals as they believe it will significantly increase public protection.

MCC Flood Risk Management - Requested that a condition be attached regarding the surface water drainage layout for the development site and that an informative be added concerning a culvert.

Environmental Health - Requested that a Construction Management Plan be attached to the application and that an imported soils condition be attached. The recommended imported soil conditions has not been attached for reasons set out in the report below.

Highway Services – Have requested that various conditions be attached to any approval.

United Utilities - Confirmed that they do not respond to planning applications for landscaping only.

Policy

Places for Everyone (2024)

- JP-Strat2 (City Centre)
- JP-P1 (Sustainable Places)
- JP-P2 (Heritage)

The Adopted Core Strategy for the City of Manchester (2012)

- SP1 (Spatial Principles)
- EN1 (Design Principles and Strategic Character Areas)
- EN3 (Heritage)
- EN14 (Flood Risk)
- CC9 (Design and Heritage)
- DM1 (Development Management)

The Unitary Development Plan (UDP) for the City of Manchester (1995)

- DC18.1 (Conservation Areas)
- DC19.1 (Listed Buildings)

National Planning Policy Framework (NPPF) (2024)

- Section 12 (Achieving well-designed places)
- Section 16 (Conserving and enhancing the historic environment)

The National Design Guide (January 2021)

Sections 16, 66 and 72 of the Listed Buildings and Conservation Areas Act 1990

Issues

Principle of the Development

The principle of providing bollards to improve public safety is considered to be acceptable.

Visual Amenity

The proposed works will see numerous changes to visual amenity, including:

- The replacement of existing surface finishes with new sandstone flags. Some areas of existing Yorkstone flags to be retained.
- Replacement of existing cobbled setts with new level granite setts in areas where improved accessibility is required.
- New timber retaining wall to support new levels.
- New tactile paving where level change requires it.
- Introduction of new bollards
- Introduction of new steel planters
- Introduction of new fixed, automatic, and removable bollards

The entrance to the Museum complex forms the public face of the museum and an important aspect of the setting of this complex of historic buildings. It is also notable within the setting of the conservation area.

Materials and approaches undertaken will complement the wider approved landscaping works that are being carried across Science + Industry Museum and so e ensures visual consistency across the site.

Views west into the site - taking in the southern elevation of the New Warehouse - will be maintained, with new planters carefully sited to avoid obstructing key sightlines.

The works are located within a part of the site that is already heavily engineered and characterised by historic and modern surface treatments.

There will be a degree of visual clutter introduced as a result of the various bollards and two planters. However, it should be noted that there are bollards in place elsewhere on Lower Byrom Street, so the introduction of more bollards will not be out of step within the street scene within the conservation area.

Whilst this degree of visual clutter is not ideal, it is recognised by the Local Planning Authority that there is a need for Hostile Vehicle Mitigation in this area and that the only solution to mitigate this results in the addition of visual clutter. A condition has been added to ensure that the final design of the bollards is in keeping with the visual amenity of the surrounding area, within the context of the historic environment, and to ensure that all materials are of a sufficient finish and quality so as not to harm visual amenity.

Impact on Heritage

The proposed works involve minor change to both the setting and fabric of the asset by upgrading existing hard landscaping in a sensitive and coherent manner.

Interventions are small scale and designed to enhance accessibility and safety without detracting from historic character of the area.

There will be minimal direct impact on the historic fabric of the heritage asset itself. Works are largely confined to the surrounding public realm and involve replacement or upgrading of surface treatments already in use on site.

Direct intervention with the fabric of the asset will only take place where new surface treatments will interface with the building.

Design development has been carefully informed by previous approvals and heritage considerations. The materials, finishes, and interface detailing replicate those consented in earlier phases, ensuring consistency across the site.

The loss of some of the existing loafed setts from the entrance area will have a minor impact the setting of the New Warehouse. As existing, the small area of loafed setts makes a positive contribution to the historic industrial character of the site as a whole.

Overall, there will be a low level of less than substantial harm caused as a result of the proposed works.

The proposed landscaping works will result in a minor change to the Castlefield Conservation Area. Key views throughout the conservation area will be maintained.

Public Benefits

There are numerous public benefits to the work. There will be enhanced accessibility through the introduction of level surfaces and tactile paving.

The works will contribute to a high-quality, consistent public realm and landscaping strategy across the site using previously approved materials and detailing, which supports the industrial character of the site through appropriate material choices. This coherent strategy will ensure the long-term viable use of the listed buildings across the site is maintained for the long-term future.

The introduction of the bollards, planters and retained wall shall provide a high level of Hostile Vehicle Mitigation in this area, which currently lacks such measures for a heavily trafficked entrance.

Public Safety

The Counter Terrorism Team at Greater Manchester Police have offered their support regarding the implementation of Hostile Vehicle Mitigation (HVM).

The current national threat level highlights the importance of protecting Venues and Public Spaces (VaPS) against various terrorist attack methodologies, including vehicle borne threats and the proposed development will significantly increase public protection from a vehicle borne attack, increasing vehicle stand-off and offering greater protection from a Vehicle As A Weapon (VAW) attack during ingress and egress.

Counter Terrorism Security Advisors (CTSAs) have advised the site that the measures installed should be rated to ISO 22343-1 and installed in accordance to ISO 22343-2. The physical assets should be procured in line with a Vehicle Dynamic Assessment (VDA). A VDA assesses the vehicle threats, vulnerabilities, and approach speeds around the sites / crowded space.

The current lack of HVM outside the front entrance renders the site vulnerable and exploitable from a hostile's perspective. HVM will enhance public safety, increase site security, increase public confidence, and will act as visible deterrent.

Residential Amenity

There are no concerns regarding residential amenity related to the completed development. Both Highway Services and Environmental Health have requested that a Construction Management Plan be attached as a condition to the decision, which will ensure that any residential amenity impacts during the construction phase are properly assessed.

Highways and Access

A section of the adopted tarmac road of Lower Byrom Street, fronting the unnamed road, is to be removed and replaced with new Granite/Sandstone Set Paving. New tactile paving is proposed at the unnamed road / Lower Byrom Street Junction.

A new kerb line is proposed to delineate the unadopted unnamed road and adopted highway, as well as at the proposed new tactile paving. Sandstone Flag Paving is proposed to the unadopted area to the north of the unnamed road, replacing the existing Yorkstone Flag Paving. Highways have no concerns at this stage that the proposed works will impact significantly on pedestrian or vehicular access on Lower Byrom Street.

A Section 278 agreement will be required for works to the adopted highway and at the applicants cost. A condition has been attached to ensure that all works to the adopted Highway have formally agreed through a Section 278.

There will be induction loops installed for the automatic bollards. One of the induction loops is to be installed within the adopted public highway. A condition has been added to ensure that the maintenance of the induction loops will be carried out by the applicant and not MCC's Highway Services.

A condition has been attached to ensure that the 9no cycle stands currently in place on Lower Byrom Street shall be reinstated following the works.

No works are proposed to the existing disabled parking bays.

Swept Path Assessments have been provided which demonstrates a Fire Tender and 11.5m refuse vehicle accessing & egressing the site in a forward gear from the unnamed road off Lower Byrom Street, this is acceptable in principle.

Existing bollards to the north of the unnamed road is to be retained.

A condition has been added to ensure that MCC's Manchester Contracts Team receive final 'as built' plans. This is to ensure that if any repairs to that section are required that they are aware of where the induction loops are located.

Conditions have been added to ensure that details of the maintenance of the paving not on the adopted highway and of the softwork and hardwork elements not on the adopted highway, are submitted to the City Council to review. This will confirm the responsibility of the applicant to maintain these elements.

A Construction Management Plan has been attached as a pre-commencement condition to ensure that there are no significant impacts on the Highway throughout the construction phase.

Flood Risk

MCC's Flood Risk Management Team have reviewed the proposals and requested that a condition be attached for clarification regarding surface water drainage for the development site. This information was provided by the applicant but was submitted too late in the determination process for consideration by the Flood Risk team. Therefore, a relevant condition has been attached.

Ecology

All proposed planting and soil is located in free standing planters and there is no direct contact with existing ground. Therefore, there are no concerns over imported soils in the ground level landscaped area.

Conclusion

Overall, the works will be beneficial to the long term occupation of the site and its fabric. Whilst there will be level of less than substantial harm caused by the works, the public benefits and the overall improvement to historic assets outweigh any less than substantial harm caused.

Visually, the proposals will tie in with the already approved wider landscaping scheme on site.

Therefore, the proposals are considered to be acceptable in accordance with the policies listed above in the policies section of this document.

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 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 based on seeking solutions to problems arising in relation to dealing with the application.

Condition(s) to be attached to decision for approval

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, received by Manchester City Council as the Local Planning Authority on 07 July 2025:

- Site location plan 2913.4-PLA-XX-XX-DR-L-0001-P01
- Proposed General Arrangement plan 2913.4-PLA-XX-XX-DR-L-0002-P01

- Proposed General Arrangement Site Clearance Paving and Surfacing 2913.4-PLA-XX-XX-DR-L-1000-P01
- Proposed General Arrangement Hardworks 2913.4-PLA-XX-XX-DR-L-1001-P01
- Proposed General Arrangement Softworks 2913.4-PLA-XX-XX-DR-L-2000-P01
- Proposed General Arrangement Levels Plan 2913.4-PLA-XX-XX-DR-L-3001-P01
- Proposed General Arrangement Section Elevations 2913.4-PLA-XX-XX-DR-L-3002-P02
- Proposed General Arrangement Site Clearance Furniture and Features 2913.4-PLA-XX-XX-DR-L-4000-P01
- Proposed General Arrangement Furniture 2913.4-PLA-XX-XX-DR-L-4001-P01
- Proposed Pavement and Jointing Plan SIM-BHE-XX-XX-DR-C-2110
- Proposed Gateway Pavement and Jointing Details SIM-BHE-XX-XX-DR-C-2720
- Proposed Vehicle Tracking Lower Byrom Street Gateway Fire Appliance SIM-BHE-XX-XX-DR-C-2755
- Proposed Vehicle Tracking Lower Byrom Street Gateway Refuse Vehicle SIM-BHE-XX-XX-DR-C-2756
- Proposed Drainage Layout Lower Byrom Street Gateway SIM-BHE-XX-XX-DR-C-3110
- Proposed Drainage Details SIM-BHE-XX-XX-DR-C-3710
- Proposed LV and Comms Layout SIM-BHE-XX-XX-DR-C-6110
- Proposed LV and Comms Layout SIM-BHE-XX-XX-DR-C-6710
- Design and Access Statement
- Heritage Impact Assessment
- Electrical Power Layout for Automatic Bollards 0054704-BHE-NW-XX-DR-E-3004 P01

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 and saved policies DC18 and DC19.

3) Prior to the commencement of development, a Construction Management Plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority. This shall include as a minimum:

- Measures to control noise and vibration
- Dust suppression measures;
- Compound locations where relevant;
- Details of an emergency contact telephone number;
- A community consultation plan; and
- Sheeting of construction vehicles. The development shall only be carried out in accordance with the approved management plan.
- Detail of phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway.
- Traffic management plans should include any effects on the surrounding roads.
- The document should also consider ongoing construction works and contractor parking in the locality.
- The duration/phasing of construction works and associated vehicle trips;
- Routing of construction traffic and associated swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas.
- Traffic Management measures for vehicles, pedestrians and cyclists;
- Manage and coordinate construction activities with reference to ongoing/imminent construction works in the locality;

- Identify 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;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location; and
- Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

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

4) Prior to the commencement of the development hereby approved, a surface water drainage layout for the development site shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the following:

- Evidence of drainage hierarchy adherence.
- Finalised surface water drainage layout including all components, levels and connectivity.
- Evidence of connection approval in principle.
- Maintenance and management plan including responsible party and a schedule of tasks/frequencies for the components.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN14 & EN17 of the Core Strategy.

5) Prior to the commencement of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing to the City Council as the Local Planning Authority.

For the avoidance of doubt, this will include:

- Confirmation that a Section 278 agreement has been agreed
- Updated plans showing any further changes to the work undertake on the public highway
- For the materials, if any alternatives of a higher standard, that are not within the City Council's standard palette of materials for footway and carriageway construction, confirmation of the commuted sum (for non-standard highway material and its maintenance) that has been agreed between the City Council and the applicant.
- Any required changes to the Traffic Regulation Orders (TROs)
- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged.

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

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).

6) Notwithstanding the details as set out in condition 2 above, prior to the commencement of the installation of any bollards, a detailed design drawing and specification of both types of bollards proposed, shall be submitted in writing to and be approved in writing by the City Council as the Local Planning Authority.

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

Reason - In the interests of visual amenity and because the proposed works affect buildings which are 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.

7) Notwithstanding the details as set out in condition 2 above, prior to the commencement of the installation of any bollards, a detailed plan showing how the cobbles will interface with the bollards and how they will be finished where they meet each other, shall be submitted in writing to and be approved in writing by the City Council as the Local Planning Authority.

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

Reason - In the interests of visual amenity and because the proposed works affect buildings which are 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.

8) Notwithstanding the details as set out in condition 2 above, prior to the commencement of the installation of the timber tiered retaining wall, specific detailed sections through the area shall be submitted in writing to and be approved in writing by the City Council as the Local Planning Authority, as the scale of submitted Proposed Section Elevation B-B has not allowed to design to be fully assessed.

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

Reason - In the interests of visual amenity and because the proposed works affect buildings which are 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.

9) Notwithstanding the details as set out in condition 2 above, prior to the commencement of any works, samples of all proposed materials shall be submitted in writing to and be approved in writing by the City Council as the Local Planning Authority.

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

Reason - In the interests of visual amenity and because the proposed works affect buildings which are 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.

10) Notwithstanding the details as set out in condition 2 above, prior to the commencement of any sandstone flag works, granite set works and tactile paving works, jointing details, final pattern details, and details of the finishes of these works shall be submitted in writing to and be approved in writing by the City Council as the Local Planning Authority.

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

Reason - In the interests of visual amenity and because the proposed works affect buildings which are 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.

11) Within one month of the completion of the works, final 'as built' plans shall be submitted to Manchester City Council's Contracts Team, to ensure that if any repairs to that section are required that they are aware of where the induction loops are located. Evidence of this shall be submitted to in writing to the City Council as the Local Planning Authority.

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).

12) The 9-no. cycle stands, which are currently in place on Lower Byrom Street, shall be reinstated before the development is completed. Prior to the completion of the development, confirmation that the cycle stands have been reinstated shall be submitted in writing to and be approved in writing by the City Council as the Local Planning Authority.

The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use is in operation.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

13) Within two months of the completion of the works, a scheme confirming how the applicant will carry out the onward maintenance of the pavement that is not on the adopted Highway shall be submitted to in writing to the City Council as the Local Planning Authority.

Reason - To ensure that a satisfactory paving maintenance scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN1 and DM1 of the Core Strategy.

14) Within two months of the completion of the works, a scheme confirming how the applicant will carry out the onward maintenance of the softworks and hardworks elements that are not on the adopted Highway shall be submitted to in writing to the City Council as the Local Planning Authority.

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).

Reason - To ensure that a satisfactory landscaping maintenance scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN1 and DM1 of the Core Strategy.

15) The maintenance of the induction loops for the automatic bollard system shall not be carried out by Manchester City Council and must instead be carried out by the applicant.

Reason - In order to ensure that adequate provision is made within the development for the maintenance of the induction loops in accordance with policy DM1 of the Core Strategy for the City of Manchester.

Informatives

1) MCC records highlight that the underground Canal Tunnel (River Irwell) is located within close proximity to the site (approximately 70 m to the north of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted

immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link:
<https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=drainage>

2) The applicant should refer to our noise from building sites webpage for further information/guidance and also IAQM/EPUK Construction Guidance

3) Counter Terrorism Security Advisors (CTSAs) have advised the site that the measures installed should be rated to ISO 22343-1 and installed in accordance to ISO 22343-2.

4) The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk

5) The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

6) Any required changes to the TROs will be at the applicant's expense and subject to a S278 agreement -

https://www.manchester.gov.uk/directory_record/451887/permission_to_work_on_the_highways_-_section_278_agreements

Appendix 1 – List of consultees & neighbours notified

Neighbourhood Services (Public Realm)
Counter Terrorism Policing North West (CTPNW)
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC

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 305, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 302, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 217, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat, The Ox, 71 Liverpool Road, Manchester, M3 4NQ
83 Rozel Square, Manchester, M3 4FQ
26 Rozel Square, Manchester, M3 4FQ
The Ox, 71 Liverpool Road, Manchester, M3 4NQ
Flat 318, 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 109, 73 - 83 Liverpool Road, Manchester, M3 4AQ
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Flat 301, 73 - 83 Liverpool Road, Manchester, M3 4AQ
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Flat 116, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 114, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 112, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 111, 73 - 83 Liverpool Road, Manchester, M3 4AQ
36 Rozel Square, Manchester, M3 4FQ
34 Rozel Square, Manchester, M3 4FQ
32 Rozel Square, Manchester, M3 4FQ
30 Rozel Square, Manchester, M3 4FQ
28 Rozel Square, Manchester, M3 4FQ
24 Rozel Square, Manchester, M3 4FQ
22 Rozel Square, Manchester, M3 4FQ
20 Rozel Square, Manchester, M3 4FQ
18 Rozel Square, Manchester, M3 4FQ
EE PICO CELL (1592366), Communication Station Outside Museum Of Science And Industry,
Liverpool Road, Manchester, M3 4FP
Unit 4, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Unit 3, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Unit 2, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Unit 1, 73 - 83 Liverpool Road, Manchester, M3 4AQ
St Mathews, Liverpool Road, Manchester, M3 4NQ
Flat 214, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 115, 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 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 319, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 316, 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
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Conservation Area - Castlefield Conservation Area 1979