

## **Planning**

## **Growth & Development**

### **Delegated officer report for planning application**

**Application no.** 143391/LO/2025

**Date registered valid:** 7 July 2025

**Proposal:** Listed Building Consent for the installation of soft and hard 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](mailto:jack.naven@manchester.gov.uk)

**Recommendation:** Approve

**Date of recommendation:** **29 August 2025**

## **Application Details**

**Type of application:** Listed Building Consent

**Development type:** Listed building alteration

**Date of site visit:** 15 August 2025

### **Standard consultations:**

Printed: 18 July 2025      Expired: 8 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 proposal seeks Listed Building Consent for the installation of soft and hard 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.

This listed building consent relates to the impact on the Power Hall.

### **Related Applications**

**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.***

**143389/FO/2025** - Installation of hard and soft 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.

### **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)
- 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**

In determining whether the proposed works are acceptable, the main issue to consider is the impact these proposed works will have on the historic character and fabric of the listed building itself and to establish whether the public benefits, including heritage benefits, of the proposal will outweigh any harm to the significance of the heritage asset.

### **Principle of the development**

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

### **Assessment of significance**

The Power Hall is a very high single-storey building, rectangular in plan with six bays. The walls are of brick, with stone facings and quoins at the western end. The hipped M-roof is of slate, with some glazing. The Lower Byrom Street elevation has blind windows and brick detail. The corner between this and the Liverpool façade is splayed with a wide wagon entrance (now glazed). The Liverpool Road façade has alternating round-headed blind windows with stepped surrounds and large square-headed wagon doorways with stone fenders. The original sliding doors have been replaced with glazing. The west elevation has a large metal concertina door for locomotives and a smaller inserted door for pedestrians. The south elevation has an inserted glass and metal door and window frames in the original wagon entrances.

A large gantry crane extends from the northern elevation of the Power Hall into the upper yard. The crane retains the historic bases, however the carts themselves have since been removed

Abutting the southern elevation of the New Warehouse is the Upper Yard. This is a largely cobbled area currently used as outdoor dwell and circulation space for the museum's visitors. The yard features historic railway tracks set into the cobbles, free-standing planters, and a series of concrete and metal bollards. The Upper Yard connects the New Warehouse to the Power Hall and is enclosed to the east by a large gate.

The Power Hall is a fine example of Victorian architectural design as well as industrial and railway design and engineering. Railway architecture during that time typically emphasized large open spaces and high ceilings to accommodate the scale of trains and engines, and the Power Hall is an example of this. It's interior, exterior and connectivity to the Liverpool Road Station tracks are all representative of the building's original use.

The proposals to introduce bollards will cause a level of less than substantial harm to both physically to historic paving material and to the setting of the heritage assets and the surrounding conservation area.

With its composite frame, the Power Hall symbolises the increasingly sophisticated use of materials by Victorian structural engineers, rooted in their improved understanding of the structural properties of iron. Its robust construction demonstrates the emphasis on durability and practicality required for industrial structures built to meet the increasing needs of the goods transportation and handling industry.

The addition of the Gantry around 1880 is representative of the increased need for the movement of heavy goods being handled at the site. The gantry crane is a testament to the engineering prowess of its time. It was designed and constructed to handle substantial loads, showcasing the ingenuity and innovation that characterized the industrial era. The gantry crane remains in situ and is an example of a largely unchanged model.

The architectural and artistic interest of the Power Hall and Gantry is medium and the historic interest is high.

### **Impact on heritage asset**

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 Power Hall and Gantry. 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 degree 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.

## **Conclusion**

In view of the above, this application is considered acceptable. The works are considered to cause less than substantial harm to the special interest and the historic character of the Grade II listed building, but this harm would be outweighed by the public benefits outlined above.

## **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 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, 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) 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.

4) 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.

5) 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.

6) 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.

7) 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.

## **Appendix 1 – List of consultees & neighbours notified**

### Heritage & Urban Design

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

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

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

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

Flat 104, 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 312, 73 - 83 Liverpool Road, Manchester, M3 4AQ

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Flat 117, 73 - 83 Liverpool Road, Manchester, M3 4AQ  
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

## **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

Coal Authority - Development Low Risk - Name: DEVELOPMENT\_LOW\_RISK\_AREA

Conservation Area - Castlefield Conservation Area 1979

Area Team Boundary - Name: CENTRAL