MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	143621/LO/2025
Date registered valid:	1 August 2025
Proposal:	Listed building consent for investigative works package and subsequent reinstatement works on completion
Address:	1830 Viaduct, 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:	**25 September 2025**

Application Details

Type of application: Listed Building Consent

Development type: Listed building alteration

Date of site visit: 9 September 2025

Standard consultations:
Printed: 12 August 2025 Expired: 3 September 2025

Neighbour notifications
Printed: 12 August 2025 Expired: 3 September 2025

Site notice
Posted: 12 August 2025 Expired: 3 September 2025

Press advert
Published: 19 August 2025 Expired: 10 September 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.

This proposal relates to an area known as The Goods Yard, which is located between the Power Hall and the 1830s Viaduct, spanning over some of the Viaduct. The works affect the site edged red of both listed structures.

The Power Hall is Grade II listed and the 1830s Viaduct is Grade I listed.

This application concerns the impact upon the 1830s Viaduct.

Description of Development

The proposal seeks listed building consent for investigative works package and subsequent reinstatement works on completion.

Related Applications

143622/LO/2025 - Listed building consent for investigative works package and subsequent reinstatement works on completion.
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 due to this publicity.

Policy

The **Places for Everyone Plan** - Joint Development Plan Document, for nine of the 10 boroughs which make up Greater Manchester adopted on 21st of March 2024:

- Policy JP-Strat2 - City Centre
- Policy JP-P1 - Sustainable Places
- Policy JP-P2 - Heritage

The **Manchester Core Strategy - Development Plan Document 2012-2027 ("the Core Strategy")** was adopted by the City Council on the 11th of July 2012:

- Policy CC9 - Design and Heritage
- Policy CC10 - A Place for Everyone
- Policy EN1 - Design Principles and Strategic Character Areas
- Policy EN3 - Heritage

Saved Unitary Development Plan for Manchester - The following saved UDP Policies are of relevance to this application:

- Policy DC18 - Conservation Areas
- Policy DC19 - Listed Buildings
- Policy JP-P1 - Sustainable Places
- Policy JP-P2 - Heritage

National Planning Policy Framework (NPPF)

- Chapter 12 - Achieving well-designed places
- Chapter 16 - Conserving and enhancing the historic environment

Planning (Listed Buildings and Conservation Areas) Act 1990

Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (LBCA Act) states that in considering whether to grant Listed Building Consent for any works the Local Planning Authority 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 of the LBCA 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.

Section 72 of the LBCA Act requires the local planning authority to have pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

Issues

Principle of Development

The principle of carrying out investigative works in considered to be acceptable. The investigative works are necessary to be carried out in advance of future proposals to landscape the area in question.

Impact Upon Heritage Assets

Assessment of Significance

The 1830s viaduct is considered Curtilage of the Grade I listed 1830 Warehouse. Structures were built concurrently.

The 1830 Viaduct was built by George Stephenson in his capacity as Chief Engineer of the Liverpool & Manchester Railway Company. The skewed River Irwell and Water Street bridges dictate the shallow curve of the viaduct on the Station site, which, together with the massive brick arches, characterises the structure.

The large red brick-built structure extends from the Water Street Bridge east towards the Power Hall, where it converges with the later Upper Yard.

Eastern arches provide access under the viaduct from the lower yard through to the ground floor eastern entrance of the Station Building, and to a pedestrian ramp adjoining the viaduct to the south, providing access to platform level. The western arches currently provide a connection between the 1830 Warehouse and the Station Building.

On top of the viaduct lays the former station tracks comprised of two tracks surrounded by stone ballast. The tracks run east towards the Power Hall and Upper Yard but are no longer functional.

Architecturally, the viaduct is a distinctive and legible element within the Liverpool Road Station complex. Though utilitarian in design, its repetitive brick arches, curved alignment, and robust proportions embody early 19th_century engineering aesthetics and typologies. It reflects the functional requirements of a railway infrastructure designed to operate efficiently in an urban setting, responding to complex site conditions and tight construction timelines.

The viaduct’s visual relationship with the 1830 Warehouse is particularly significant. The warehouse was constructed to align with the curve of the viaduct, creating a unique architectural composition that is both functional and formally expressive. This relationship

enhances the spatial cohesion of the site and is a testament to the coordinated planning and ingenuity of early railway architecture.

The architectural and artistic interest of the 1830 Viaduct is high.

The viaduct forms part of a group of related assets that collectively demonstrate the evolution of railway design, including the Grade I-listed 1830 Warehouse, Passenger Station, and associated infrastructure. It contributes to the group value and integrity of the Liverpool Road Station complex as the most complete surviving early railway terminus in the world.

The historic interest of the 1830 Viaduct is high.

Impact of works

The proposed works involve localised opening-up of surfaces across the Goods Office Yard to expose below-ground structures, foundations, and arches. There will be 5 trail holes. The works are supported by comprehensive method statements.

The interventions will be small in scale, temporary, and reversible, with all materials carefully lifted and reinstated.

While the works take place within the setting of both listed assets, they do not include direct alteration to historic fabric.

Excavation strips are deliberately limited in width to avoid structural impact, and protective measures are to be in place throughout.

The enabling works will result in a minor change to the setting of both the Power Hall and the Viaduct.

These changes are temporary, low-risk, and managed through protective methodologies and close inspection. There is potential for minor visual disruption during the works and a low level of physical risk to adjacent below-ground historic fabric.

The location of trial hole 3 will come very close to the goods yard office building. A condition has been added to include more in-depth details about the exact siting to ensure that any concerns over the siting of this are satisfied.

The works also have no impact upon the surrounding Conservation Area.

A condition has been added to ensure that appropriate updates are provided to the Local Planning Authority on a six-monthly basis and to ensure that an appropriate timeline and details are approved for the reinstatement works and to ensure that the reinstatement works are carried out.

A condition has been added to ensure that a full photographic record of all works will be made available to the Local Planning Authority upon completion of the investigative works.

There is the potential for a low level of less than substantial harm as a result of these works carried out. Any harm will be repaired during the reinstatement process.

Public Benefits

The investigative works will help inform future phases of waterproofing and landscaping in accordance with the wider strategy for the site. They will lead to an improved understanding of the construction, condition, and extent of historic foundations and arches, directly informing conservation led design, will identify water ingress issues and development of appropriate long-term waterproofing strategies to protect the listed assets, and enable the careful recording and reinstatement of historic surfacing and rail features, supporting authenticity and continuity of character.

All this will lead to the public benefit of the long-term maintenance of the site, as well as help to progress the long-term ambition to fully landscape the site, which in addition to the benefits of the long-term preservation of the historic assets on site, will also lead to other public benefits, such as significantly improved accessibility across the site.

Conclusion

Whilst there is potential for a low level of less than substantial harm to be caused by the proposed works, the short-term impacts are minor and reversible.

The public benefits outlined above are considered to outweigh this, in accordance with paragraph 215 of the NPPF.

Therefore, the proposals are considered to be in accordance with Places for Everyone Plan policies JP-Strat2, JP-P1, and JP-P2, Manchester Core Strategy policies CC9, CC10, EN1, EN3, DM1 and SP1, Saved Unitary Development Plan for Manchester polices DC18 and DC19, section 16 of the NPPF, and Planning (Listed Buildings and Conservation Areas) Act 1990.

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 polices 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

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 01 August 2025:

- 9488 BUT GOY 00 DR A (01) 000 (Location Plan)
- 9488 BUT GOY 00 DR A (01) 101 (General Arrangement Plans)
- 9488 BUT GOY 00 DR A (01) 102 (Hardworks Plan)
- 9488 BUT GOY 00 DR A (03) 101 (Sections)
- 9488-BUT-CP-XX-SH-A-00006 GOY EW SOW - P1 (Schedule of Works)
- 9488-BUT-CP-XX-SU-A-00002 PR - GOY (Photographs)
- 9488-BUT-XX-XX-RP-HC-00001 GOY Heritage Impact Assessment (HIA)
- SIM-BHE-GOY-XX-SK-S-0001_P02 - Extent of trial pits
- Goods Office Enabling works methodology REV B 29.07.25

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) a) Within six months of the determination date of this application, an update shall be submitted in writing to and be approved in writing by the City Council as the Local Planning Authority regarding the current status of investigative works. Updates shall be provided on a six-monthly basis, starting from the determination date of this application, until part b of this condition is discharged.

b) Following the completion of the investigative works, the full and final details of the reinstatement works, including the timeline to implement the reinstatement works, shall be submitted in writing to and be approved in writing by the City Council as the Local Planning Authority.

c) Following the completion of the reinstatement works, confirmation shall be submitted in writing to and be approved in writing by the City Council as the Local Planning Authority that all reinstatement works, as approved under part b of this condition, have been fully carried out. Any variances to what has been approved under part b of the condition shall be submitted in writing to and be approved in writing by the City Council as the Local Planning Authority as a part of this condition.

Reason - 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) Following the completion of the investigative works, a photographic record of all the works carried out and the findings of the investigate works, shall be submitted in writing to and be approved in writing by the City Council as Local Planning Authority.

Reason - 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.

5) Notwithstanding the details as set out in condition 2 above, prior to the commencement of works for trail hole 3, the full and final details of the extent and the siting of the trail hole, particularly more zoomed in drawings showing its position in relation to the Goods Yard Office building, shall be submitted to and approved by the City Council as Local Planning Authority. The investigative works for trial hole 3 shall then be carried out 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.

Appendix 1 – List of consultees & neighbours notified

Heritage & Urban Design

Chaos Karts, Lower Byrom Street, Manchester, M3 4AP
121 - 123 Liverpool Road, Manchester, M3 4JN
The Crystal Maze, Lower Byrom Street, Manchester, M3 4AP
119E Liverpool Road, Manchester, M3 4JN
119B Liverpool Road, Manchester, M3 4JN
117E Liverpool Road, Manchester, M3 4JN
117B Liverpool Road, Manchester, M3 4JN
119F Liverpool Road, Manchester, M3 4JN
117 Liverpool Road, Manchester, M3 4JN
125 Liverpool Road, Manchester, M3 4JN
Castlefield Centre, 101 Liverpool Road, Manchester, M3 4JN
119D Liverpool Road, Manchester, M3 4JN
119C Liverpool Road, Manchester, M3 4JN
119A Liverpool Road, Manchester, M3 4JN
117F Liverpool Road, Manchester, M3 4JN
117D Liverpool Road, Manchester, M3 4JN
117C Liverpool Road, Manchester, M3 4JN
117A Liverpool Road, Manchester, M3 4JN

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