

Planning

Growth & Development

Delegated officer report for planning application

Application no.	143978/NMC/2025		
Date registered valid:	15 September 2025		
Proposal:	Non-material amendment to planning permission 143389/FO/2025 to modify the wording of Condition 5 (Highway Works) to clarify the extend of highway works.		
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:	18 September 2025		

Application Details

Type of application: Non-Material Change Application

Development type: Notifications

Date of site visit: Not required

Standard consultations:

Printed: 16 September 2025 Expired: 7 October 2025

Neighbour notifications

No neighbour notifications have been printed and sent.

Site notice

No site notice has been produced

Press advert

No press advert had been published

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 required

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 sees a non-material amendment to planning permission 143389/FO/2025 to modify the wording of Condition 5 (Highway Works) to clarify the extend of highway works.

Consultations & Notification Responses

Highway Services – Have no objection to the proposed change of wording.

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 199

Issues

The majority of the approved works will take place within land off the adopted highway. The applicant wishes to begin work elements that are not on the adopted highway sooner and the current wording of the condition states that no works can begin on site until the Section 278 is agreed. The change in wording will allow for works that are not on the adopted highway to begin before the Section 278 has been agreed. This approach has been deemed acceptable by Manchester City Council's Highway Services.

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

Condition(s) to be attached to decision for approval

1) The proposal seeks to amend Planning Permission 143389/FO/2025 to modify the wording of Condition 5 (Highway Works) to clarify the extend of highway works.

2) Following an assessment of the details submitted, I can confirm that the proposed amendment is considered to be of a non-material nature and acceptable to the City Council as the Local Planning Authority.

The majority of the approved works will take place within land off the adopted highway. The applicant wishes to begin work elements that are not on the adopted highway soon and the current wording of the condition states that no works can begin on site until the Section 278 is agreed. The change in wording will allow for works that are not on the adopted highway to begin before the Section 278 has been agreed. This approach has been deemed acceptable by Manchester City Council's Highway Services.

5) Prior to the commencement of any works to the adopted highway 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).

Appendix 1 – List of consultees & neighbours notified

Highway Services

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Conservation Area - Castlefield Conservation Area 1979

Area Team Boundary - Name: CENTRAL