

Planning

Growth & Development

Delegated officer report for planning application

Application no. 140596/LO/2024

Date registered valid: 23 July 2024

Proposal: Listed Building Consent for internal interpretation design and refurbishment works including works to install panels and labels, object showcases, imagery and neon signage, as well as rationalising floor coverings and associated works.

Address: Power Hall, Museum of Science And Industry, Liverpool Road, Manchester, M3 4JP

Ward(s): Deansgate Ward

Applicant: Science and Industry Museum

Agent (if any): Mr Joshua Wyatt-Smith, Deloitte LLP

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

Recommendation: Approve

Date of recommendation: 13 September 2024

Application Details

Type of application: Listed Building Consent

Development type: Listed building alteration

Date of site visit: 2 August 2024

Standard consultations:

Printed: 2 August 2024 Expired: 23 August 2024

Neighbour notifications

Printed: 2 August 2024 Expired: 23 August 2024

Site notice

Posted: 2 August 2024 Expired: 23 August 2024

Press advert

Published: 6 August 2024 Expired: 27 August 2024

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 (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 Power Hall was constructed in 1855 and was formerly a warehouse used to allow for the immediate unloading of goods and for the overnight storage of locomotives. It is a powerful red brick building, with an imposing frontage along Liverpool Road, broken up by wagon arches. It was converted to use as a museum building in the 1980s, but its historic form and function are still clearly legible and understandable.

Description of Development

The application seeks Listed Building Consent for internal interpretation design and refurbishment works including works to install panels and labels, object showcases, imagery and neon signage, as well as rationalising floor coverings and associated works.

Related Applications

130170/LO/2021 - 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.

Approved July 2021.

130614/FO/2021 - Removal of the Power Hall roof during refurbishment and repair works.

Approved July 2021.

130615/LO/2021 - LISTED BUILDING CONSENT for the removal of the Power Hall roof during refurbishment and repair works

Approved July 2021.

131290/LO/2021 - LISTED BUILDING CONSENT for timber repairs and strengthening for the Power Hall roof

Approved October 2021.

130614/FO/2021 - Removal of the Power Hall roof during refurbishment and repair works

Approved November 2021.

130615/LO/2021 - LISTED BUILDING CONSENT for the removal of the Power Hall roof during refurbishment and repair works

Approved November 2021.

137397/LO/2023 - Listed Building Consent for internal gallery refurbishment at the Power Hall including works to remove, replace and reinstate flooring, remove and replace internal platforms, balustrades and installation of services and associated works.

Approved October 2023.

Consultations & Notification Responses

Urban Design and Heritage – Are supportive of the proposals.

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

The effect of the proposal on the affected heritage asset has been considered under the following criteria.

The Adopted Core Strategy for the City of Manchester

SP1 (Spatial Principles) advises that development in all parts of the City should protect and enhance the built environment/

EN1 (Design Principles and Strategic Character Areas) advises that developer's will be expected to consider the City's heritage, including its listed buildings, conservation areas, archaeological remains and historic street pattern.

EN3 (Heritage) advises that new developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment.

CC9 (Design and Heritage) advises that development in Manchester should preserve or enhance the heritage assets affected.

DM1 (Development Management) advises that all development should be appropriately sited, scaled, formed, massed, and detailed with appropriate layout and materials and should have regard to the character of the surrounding area and effects on built heritage.

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

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.

DC19.1 (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.

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester.

JP-Strat2 (City Centre) states that the role of the City Centre as the most significant economic location in the country outside London will be strengthened considerably. The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded. It will be a priority for investment in development and infrastructure. This will include addressing current network capacity issues in the City Centre which will enable the future expansion of the rapid transit public transport network across Greater Manchester. Improvements in the public realm, walking and cycling facilities, and green infrastructure will help to enhance the local character and environmental quality of the City Centre so that it can rival city centres across the globe, enabling it to compete effectively at the international level for investment, businesses, skilled workers, residents and tourists. A broad range of commercial accommodation will be delivered, helping the City Centre to capture growth across key economic sectors. The new functions within the City Centre will be delivered in a way that complement, rather than displace the area's non-residential functions and will seek to protect and enhance the city centre's historic environment and assets.

JP-P1 (Sustainable Places) states an aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy, and varied places, each having the following key attributes that all development, wherever appropriate, should be distinctive, with a clear identity, visually stimulating, socially inclusive, resilient, adaptable, durable, resource efficient, safe, supported by critical infrastructure, functional and convenient, incorporating accessibility, legible easy to move around, well connected, comfortable and inviting, incorporating high quality and well managed green infrastructure and public realm, well served by local shops, services and amenities.

JP-P2 (Heritage) aims to proactively manage and work with partners to positively conserve, sustain and enhance its historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct identity and sense of place. The policy requires development proposals affecting a designated heritage asset (or an archaeological site of national importance) and a conservation area to conserve those elements which contribute to its significance including those identified in any conservation area appraisal as making a positive contribution to the area. Harm to such elements will only be permitted where this is clearly justified and outweighed by the public benefits of the proposal.

National Policy

Development decisions should, therefore, accord with the requirements of the **NPPF (National Policy Planning Framework)**, in particular to **section 16 (Conserving and Enhancing the Historic Environment)**.

It is a fundamental requirement of the NPPF that planning proposals contribute to the achievement of "sustainable development". In order to meet this key planning objective, in this instance, the development should sustain and contribute to the stimulation of a thriving historic environment.

Paragraph 195 advises that heritage assets should be conserved in a manner appropriate to their significance.

Paragraph 200 advises that Local Planning Authorities (LPAs) should require an applicant to describe the significance of any heritage assets affected. The level of detail should be sufficient to understand the potential impact of the proposal on their significance.

Paragraph 201 advises that LPAs should ensure that any conflict between the heritage asset's conservation and any aspect of the proposal is avoided or minimised.

Paragraph 203 advises that in determining applications, LPAs should take account of:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
- The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality.
- The desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 205 advises 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.

Paragraph 206 advises that any harm to or loss of a designated heritage asset should require clear and convincing justification. Substantial harm or loss should be exceptional and substantial harm to or loss of designated heritage assets of the highest significance, including grade I and II* listed buildings should be wholly exceptional.

Paragraph 207 states 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, including securing its optimum viable use.

Paragraph 208 advises that proposals of less than substantial harm to the significance of a designated heritage asset should be assessed against the wider public benefits of the proposal.

Paragraph 212 advises that Local planning authorities should look for opportunities for new development within Conservation Areas, and within the setting of heritage assets, to enhance or better reveal their significance.

Section 12 (Achieving Well Designed Places) advises that the government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Other Legislation

Sections 16, 66 and 74 of the Listed Buildings and Conservation Areas Act 1990 require that special consideration is given to the preservation of the significant fabric and setting of listed buildings and conservation areas.

Issues

In determining whether the proposed works are acceptable, the main issue to consider is the impact these proposed works will have on the heritage asset itself.

Principle of the Development

The principle of having internal interpretation design and refurbishment works including works to install panels and labels, object showcases, imagery and neon signage, as well as rationalising floor coverings and associated works in order to facilitate the use of the building as a part of the museum and to enhance both the individual exhibits and the overall exhibit space itself is considered to be acceptable.

Significance of Heritage Asset

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 historically significant as the first building to be converted and used by the North Western Museum of Science and Industry (now the Science and Industry Museum) 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 good sheds as a building type.

Some of its features exemplify LNWR's (London and North Western Railway) architectural standards – including the rooflights and the blind arcading to its street-facing elevations, which contributes to its significance.

The layout follows something of a hybrid plan for good 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 flooring within the Power Hall comprises a number of different levels and materials. In general, the flooring is stone setts set with rails – much of this appears to have been reset following the 1980s works and the cement is rather unsightly. Photographs of the conversion works clearly show the extent to which the floor finishes were disturbed during the installation of exhibits.

Amongst the setts are modern concrete walkways, lino or timber plank flooring around the exhibits (laid in the 1980s) and a central raised platform with ramped access which incorporates a large portion of the fabric of the original loading stage (with wide timber boards). The flooring in the north-west of the building is a mixture of stone setts into which two railway tracks are laid and there are short concrete thresholds inside each of the fire escapes within the north wall.

The setts located where the original loading stage would have been, are larger in size than others found elsewhere in the building, suggesting the smaller setts may be 1980s replicas and the remainder reset historic setts. The area in front of the canted corner at the south-east is formed of setts on top of modern brick, suggesting they have been reinstated as part of the 1980s refurbishment.

The central section of the building is set at a raised level for the display of various engines. The western portion of this contains fabric from the original loading stage, with access via a ramp. A large section of the stage is lined with original timber boards – notable for their width in comparison with the narrower modern boards.

The ramp itself appears to incorporate reused original boards, the infill beneath the stage is rebuilt in modern brick and timber (the structure beneath is not visible). The south side of the loading stage is lined by historic curbs and screed.

Access to the stage is also provided elsewhere by modern steps. The rest of the raised platform areas to the east are finished with a rubber/ lino type floor covering, with a number of enclosures for the engine exhibits which is largely a modern construction.

At the east end of the building, the entrance area from the north-east entrance comprises entrance matting, to the east of this is a wide area of concrete screed which appears slightly lower than the exterior of the building and the original railway track level. The southern portion of the Power Hall has a concrete walkway running the length of the building with setts either

side, mainly surrounding the exhibits. At the south-western end, a short section of railway track has been laid on gravel, within a raised timber plinth.

Whilst the setted floor finishes, curbs and tracks are of high significance, some appear to have been re-laid, whilst others are replacements and are therefore of lower significance, whilst the general patchwork which has been created through the addition of modern finishes such as concrete and lining detracts.

The reset timber-boarded loading stage and relocated tracks at the western end of the building – the timbers (joists and floorboards) are of moderate to high significance, the ramp is of lesser significance as a newly formed element reusing historic boards, the modern dwarf brick walls, timber fascias, vinyl floor coverings and railings are of no significance.

Impact on Heritage Asset

The proposals seek consent for a revised flooring design to the approved scheme. It is proposed to expand the consented area for laying accessible cobbles (identified as Region A in the 'Cobbles Strategy Entrance' document), which were approved under 137397/LO/2023 in October 2023, with a flanking section either side (identified as Regions B and C in the 'Cobbles Strategy Entrance' document) previously consented for re-laid cobbles (in the place of a concrete finish) and retention of existing cobbles respectively. The consented scheme sought to provide a more cohesive floor finish and coherent circulation route throughout the Power Hall with 94% of lifted cobbles re-laid, a single area with a concrete finish and new accessible cobbles of a slightly differing appearance at the entrance as a means of wayfinding into the building and to create a sense of arrival.

The development of the interpretative design has however found that this strategy renders some parts of the exhibition displays inaccessible, most critically to the east and west of the consented area of accessible cobbles at the entrance. It is therefore proposed to extend the area to include Regions B and C laid with accessible mixed colour granite cobbles, reducing the extent of cobbles retained overall within the building from 94% to 80%.

Whilst the floor finish now proposed has seen a decrease in the quantum of cobbles re-laid, this forms part of an overall rationalisation of the floor finishes which would enhance the overall appearance of the Power Hall whilst bringing forward significant improvements to accessibility within the gallery space.

The proposals seek revisions to the flooring layout to provide egalitarian access throughout the Power Hall and to some of its important exhibits. They have been carefully developed to ensure the extent of harm brought about by the further loss of historic cobbles is limited to the minimum necessary to achieve this overriding ambition. The resulting impact overall would be a minor degree of less than substantial harm, mitigated to a degree by the rationalisation of historic finishes elsewhere within the Power Hall and the improved aesthetic whilst providing a significant enhancement to the visitor experience.

Public Benefit

The works will bring about multiple public benefits. This will include the rationalisation of the ad-hoc floor coverings, visually uplifting the appearance of the building and most importantly, improving accessibility to collectively enhancing the visitor experience for all those who visit, particularly in regard to how the individual exhibits will be made more accessible and interactive for those with accessible needs, especially at the entrance area.

Reordering of the collections on display to create a simple visitor experience, which is participative, engaging and interprets the collection in a more interesting manner, would also be considered to be a benefit.

Significantly, the works would facilitate the enhancement of this building's optimum viable use as a vital part of the popular Science and Industry Museum, which would in turn support and be beneficial to the long-term conservation of the Grade II-listed building and the wider museum complex, which would result in a major heritage benefit.

Conclusion

In view of the above, this application is considered acceptable, as the works are considered to cause a minor degree of less than substantial harm to the special interest and the historic character of the Grade II listed building.

The less than substantial harm caused by these works is considered to be outweighed by the public benefit gained by the numerous public benefits, most notably increasing the accessibility within the building and the ability for all to engage with the exhibition displays that will result from these works being carried out.

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

In assessing the merits of an application officers will seek to work with the applicant in a positive and proactive manner to seeking solutions to problems arising in relation to dealing with the application. In this instance this has included ongoing advice about the information required to be submitted to support the application. All remaining issues can be dealt with by condition.

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 23 July 2024:

- Location Plan PHL-CGA-00-00-DR-A-0110 0 PL1
- Proposed Interpretation Plan 161-MUTT-200-L00 Rev 2
- Proposed Interpretation Plan Section 1 161-MUTT-201-L00 Rev 2
- Proposed Interpretation Plan Section 2 161-MUTT-202-L00 Rev 2
- Proposed Interpretation Plan Section 3 161-MUTT-203-L00 Rev 2
- Proposed Reflected Ceiling Plan 161-MUTT-204-L00 Rev 2
- Proposed Section - Interpretation Sheet 1 161-MUTT-400-SEC Rev 2
- Proposed Section - Interpretation Sheet 2 161-MUTT-401-SEC Rev 2
- Proposed Component Detail 1-A-LED Hanging Non-Signage 161-MUTT-617-DET Rev 2
- Proposed Component Detail 5-A-Large Backlit Image Entrance View 161-MUTT-621-DET Rev 2
- Proposed Component Detail 6-A-Large Backlit Image Logo Deck 161-MUTT-622-DET Rev 2
- Proposed Component Detail 1-T-Threshold 161-MUTT-623-DET Rev 2
- Proposed Panel Fixing Details - Over Balustrade 161-MUTT-650-DET Rev 2
- Proposed Panel Fixing-Brick + Deck Mounted 161-MUTT-652-DET Rev 2
- Proposed Standard Label Details - Set + Deck Mounted 161-MUTT-655-DET Rev 2
- Design Report Document (Dated 28.06.24) prepared by Studio Mutt Ltd.
- Cobble Strategy - Entrance (Dated 10.07.24) prepared by Carmody Groarke.
- Architectural Drawing Pack (Dated 28.06.24) prepared by Studio Mutt Ltd.
- Architectural Drawing Schedule prepared by Studio Mutt Ltd.
- Heritage Impact Assessment (Dated 02.07.24) prepared by Donald Insall Associates.
- Supporting Access Statement (Dated 25.06.24) prepared by Mima.

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 DC14 and DC18.1.

3) Notwithstanding the details as set out in condition 2 above, prior to the installation of any of the backlit cinematic display panels that will be fixed to the brick walls of the building, the final details of the fixings, including the location, size, type and number of fixings, shall be submitted in writing to and be approved in writing by the City Council as the Local Planning Authority.

The development shall then be implemented in accordance with these 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 details as set out in condition 2 above, prior to the installation of the hanging LED lettering, a sample of the bracket that will be used to hang the LED lettering structure from, shall be submitted to and be approved by the City Council as the Local Planning Authority.

The development shall then be implemented in accordance with these 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.

5) Notwithstanding the details as set out in condition 2 above, prior to the installation of any Granite Cobbles that are outlined as Region B and Region C in the document 'Cobbles Strategy - Entrance' dated 10 July 2024, a sample panel of the granite cobbles shall be submitted to and be approved by the City Council as the Local Planning Authority.

The development shall then be implemented in accordance with these 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

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 20, 91 Liverpool Road, Manchester, M3 4JN
Flat 17, 91 Liverpool Road, Manchester, M3 4JN
Flat 15, 91 Liverpool Road, Manchester, M3 4JN
Flat 12, 91 Liverpool Road, Manchester, M3 4JN
Flat 9, 91 Liverpool Road, Manchester, M3 4JN
Flat 6, 91 Liverpool Road, Manchester, M3 4JN
Flat 4, 91 Liverpool Road, Manchester, M3 4JN
Castlefield Centre, 101 Liverpool Road, Manchester, M3 4JN
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
Flat 311, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 309, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 308, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 306, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 304, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 303, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 301, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 216, 73 - 83 Liverpool Road, Manchester, M3 4AQ
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 210, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 209, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 208, 73 - 83 Liverpool Road, Manchester, M3 4AQ
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Flat 206, 73 - 83 Liverpool Road, Manchester, M3 4AQ
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Flat 204, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 203, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 202, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 201, 73 - 83 Liverpool Road, Manchester, M3 4AQ
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
Flat 28, 91 Liverpool Road, Manchester, M3 4JN

Flat 27, 91 Liverpool Road, Manchester, M3 4JN
Flat 25, 91 Liverpool Road, Manchester, M3 4JN
Flat 24, 91 Liverpool Road, Manchester, M3 4JN
Flat 23, 91 Liverpool Road, Manchester, M3 4JN
Flat 22, 91 Liverpool Road, Manchester, M3 4JN
Flat 21, 91 Liverpool Road, Manchester, M3 4JN
Flat 19, 91 Liverpool Road, Manchester, M3 4JN
Flat 18, 91 Liverpool Road, Manchester, M3 4JN
Flat 16, 91 Liverpool Road, Manchester, M3 4JN
Flat 14, 91 Liverpool Road, Manchester, M3 4JN
Flat 13, 91 Liverpool Road, Manchester, M3 4JN
Flat 11, 91 Liverpool Road, Manchester, M3 4JN
Flat 10, 91 Liverpool Road, Manchester, M3 4JN
Flat 8, 91 Liverpool Road, Manchester, M3 4JN
Flat 7, 91 Liverpool Road, Manchester, M3 4JN
Flat 5, 91 Liverpool Road, Manchester, M3 4JN
Flat 3, 91 Liverpool Road, Manchester, M3 4JN
Flat 2, 91 Liverpool Road, Manchester, M3 4JN
Unit 2, 73 - 83 Liverpool Road, Manchester, M3 4AQ
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
91 - 93 Liverpool Road, Manchester, M3 4JN
Unit 1, 73 - 83 Liverpool Road, Manchester, M3 4AQ
St Mathews, Liverpool Road, Manchester, M3 4NQ
Ground Floor, 91 - 93 Liverpool Road, Manchester, M3 4JN
Flat 1, 91 Liverpool Road, Manchester, M3 4JN
Flat 26, 91 Liverpool Road, Manchester, M3 4JN
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 102, 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 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

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
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: CENTRAL