MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	140203/FO/2024
Date registered valid:	5 June 2024
Proposal:	Phased refurbishment of the Upper Yard and Station Approach public realm areas, including temporary landscaping in the Heart Space, and repairs and making good to the plant room deck and the former vehicle ramp area. Phase 1 includes works to Upper Yard areas including: new accessible routes; new planters; new fixed furniture; re-surfacing including with new materials; repair and relaying of existing cobbles; works to underground services to accommodate the scheme, building repairs and associated works. Phase 2 includes works to Station Approach areas including: new accessible routes; new planting areas; new fixed furniture; re-surfacing including with new materials; works to underground services to accommodate the scheme, building repairs and associated works. Phase 3 includes temporary re-surfacing works in the Heart space. Phase 4 includes repairs and making good works to the hard landscaping beneath and the viaduct facade adjacent to the location of the former vehicle ramp.
Address:	Museum Of Science And Industry, Liverpool Road, Manchester, M3 4JP
Ward(s):	Deansgate Ward
Applicant:	Science and Industry Museum
Agent (if any):	Deloitte LLP
Case officer:	Jack Naven Tel: 0161 219 2095 Email: jack.naven@manchester.gov.uk
Recommendation:	Approved
Date of recommendation:	30 July 2024

Application Details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 10 June 2024

Standard consultations:
Printed: 4 July 2024 Expired: 25 July 2024

Neighbour notifications
Printed: 10 June 2024 Expired: 1 July 2024

Site notice
Posted: 10 June 2024 Expired: 1 July 2024

Press advert
Published: 18 June 2024 Expired: 2 July 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 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 spacial layout associated with its historic use.

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

Description of Development

The proposal seeks planning permission for the Phased refurbishment of the Upper Yard and Station Approach public realm areas, including temporary landscaping in the Heart Space, and repairs and making good to the plant room deck and the former vehicle ramp area.

Phase 1 includes works to Upper Yard areas including: new accessible routes; new planters; new fixed furniture; re-surfacing including with new materials; repair and relaying of existing cobbles; works to underground services to accommodate the scheme, building repairs and associated works.

Phase 2 includes works to Station Approach areas including: new accessible routes; new planting areas; new fixed furniture; re-surfacing including with new materials; works to underground services to accommodate the scheme, building repairs and associated works.

Phase 3 includes temporary re-surfacing works in the Heart space.

Phase 4 includes repairs and making good works to the hard landscaping beneath and the viaduct facade adjacent to the location of the former vehicle ramp.

This application specifically relates to four external, hard landscaped areas within the Museum estate, which sit within the curtilage of the listed assets:

1) the Station Approach area to the west of the Museum estate;
2) the Upper Yard area to the east of the Museum estate;
3) the heart space which links the above two areas; and,
4) the vehicle ramp linking the lower yard to the Upper Yard.

The proposals will intersect with six listed assets on the site. Consequently, the full planning application is supported by six listed building consent applications. Each listed building consent application shall consent for;

- Works that impact the listed building's special interest - the proposals as a whole, as they relate to external areas that contribute to the setting of each asset; and,
- Specifically the works that directly interact with the asset - proposed works at junctures between the re-landscaped areas and the assets built fabric.

The description of development for the applications are phased. A phasing plan has been provided in support of the application. The phases correspond with the four areas of the site set out above.

The proposals are phased because the implementation of the re-landscaping and refurbishment works will be contingent on the programmes of existing live construction projects at the Museum.

These live projects include:

- Power Hall - internal refurbishment works, including replacement and reinstatement of flooring, internal platforms and balustrades (ref. 137397/LO/2023).
- The Gantry - refurbishment, repair and decorative works to crane structure (ref. 138102/LO/2023)
- Viaduct (Station Building and 1830s Warehouse) - refurbishment works including temporary removal of hard landscaping and tracks and waterproofing works (Ref. 138401/FO/2023, 138402/LO/2023, 138403/FO/2023, 138404/LO/2023)

- New Warehouse - refurbishment works to external fabric of the building, including replacing the roof (Ref. 138260/FO/2023 and 138261/LO/2023).

The proposed hard land landscaping works for the Upper Yard will include the following works:

- Lifting of all existing surface finishes to allow for the levelling of the site.
- Relay existing loafed cobbles in areas less frequently used by the public.
- Introduction of new level granite setts in areas where improved accessibility is required including the eastern gateway to the site and north-south strips connecting the New Warehouse and Power Hall.
- Existing railway tracks to be lifted, stored and relaid to proposed levels
- In situ concrete to be laid between the railway tracks and new natural stone sett paving to the edge.
- New retaining walls to support new levels constructed of concrete and Corten steel
- New natural stone steps and tactile paving where level change requires them. Overall, the works will introduce a holistic approach to the surface finishing, providing level access across the site.

The softworks proposals to the Upper Yard aim to keep main routes clear for easy pedestrian movement and legibility whilst providing green pocket spaces that complement the historic setting of the museum. Works will include:

- The introduction of tiered sleeper seating, individual timber seats, circular seating feature to link the entrances of the New Warehouse and the Power Hall together (varied heights to cater to different user groups).
- Existing timber picnic benches and deck chairs to be reused.
- New bins and Bug Hotels
- Ornamental raised planters, existing site planters, bulb planting, multi-stem feature tree, windflower turf (Inspired by historic photos of the tracks being rewilded) and ornamental in ground planting.

The proposed hard land landscaping works for the Station Approach will include the following works:

- Lifting of all existing ballast and tracks to be carefully lifted. Tracks to be relaid to proposed levels. Ballast to be reused in areas where planting is proposed in later phases.
- New levelled natural setts to be laid across the approach to allow safe public access
- Pre-cast concrete slabs to be laid between the railway tracks

The softworks proposals for the Station Approach aim to keep main routes clear for easy pedestrian movement and legibility whilst providing green pocket spaces that complement the historic setting of the museum.

- The introduction of tiered sleeper seating and individual timber seats.
- Existing timber picnic benches and deck chairs to be reused.
- New bins and Bug Hotels
- Ornamental raised planters, existing site planters, bulb planting, multi-stem feature tree, windflower turf (Inspired by historic photos of the tracks being rewilded) and ornamental in ground planting.

Included within the proposed works is the removal of the vehicle ramp which currently connects the Lower Yard and 1830 Viaduct. The ramp will be carefully deconstructed and any areas of

disturbance to historic fabric will be made good in line with best practice for the care of historic assets.

Related Applications

140203/FO/2024 - Phased refurbishment of the Upper Yard and Station Approach public realm areas, including temporary landscaping in the Heart Space, and repairs and making good to the plant room deck and the former vehicle ramp area. Phase 1 includes works to Upper Yard areas including: new accessible routes; new planters; new fixed furniture; re-surfacing including with new materials; repair and relaying of existing cobbles; works to underground services to accommodate the scheme, building repairs and associated works. Phase 2 includes works to Station Approach areas including: new accessible routes; new planting areas; new fixed furniture; re-surfacing including with new materials; works to underground services to accommodate the scheme, building repairs and associated works. Phase 3 includes temporary re-surfacing works in the Heart space. Phase 4 includes repairs and making good works to the hard landscaping beneath and the viaduct facade adjacent to the location of the former vehicle ramp.
Across the Science and Industry site. Approved in tandem with this application.

140087/LO/2024 - Listed Building Consent for works to the New Warehouse in association with the phased refurbishment of the Upper Yard and Station Approach public realm areas including temporary landscaping in the Heart Space, and repairs and making good to the plant room deck and the former vehicle ramp area. Phase 1 includes works to Upper Yard areas including: new accessible routes; new planters; new fixed furniture; re-surfacing including with new materials; repair and relaying of existing cobbles; works to underground services to accommodate the scheme, building repairs and associated works. Phase 2 includes works to Station Approach areas including: new accessible routes; new planting areas; new fixed furniture; re-surfacing including with new materials; works to underground services to accommodate the scheme, building repairs and associated works. Phase 3 includes temporary re-surfacing works in the Heart space. Phase 4 includes repairs and making good works to the hard landscaping beneath and the viaduct facade adjacent to the location of the former vehicle ramp.
For works affecting the New Warehouse. Approved in tandem with this application.

140088/LO/2024 - Listed Building Consent for works to the Power Hall in association with the phased refurbishment of the Upper Yard and Station Approach public realm areas, including temporary landscaping in the Heart Space, and repairs and making good to the plant room deck and the former vehicle ramp area. Phase 1 includes works to Upper Yard areas including: new accessible routes; new planters; new fixed furniture; re-surfacing including with new materials; repair and relaying of existing cobbles; works to underground services to accommodate the scheme, building repairs and associated works. Phase 2 includes works to Station Approach areas including: new accessible routes; new planting areas; new fixed furniture; re-surfacing including with new materials; works to underground services to accommodate the scheme, building repairs and associated works. Phase 3 includes temporary re-surfacing works in the Heart space. Phase 4 includes repairs and making good works to the hard landscaping beneath and the viaduct facade adjacent to the location of the former vehicle ramp.
For works affecting the Power Hall. Approved in tandem with this application.

140089/LO/2024 - Listed Building Consent for works to the 1830s Viaduct in association with the phased refurbishment of the Upper Yard and Station Approach public realm areas, including temporary landscaping in the Heart Space, and repairs and making good to the plant room deck and the former vehicle ramp area. Phase 1 includes works to Upper Yard areas including: new accessible routes; new planters; new fixed furniture; re-surfacing including with new materials; repair and relaying of existing cobbles; works to underground services to accommodate the

scheme, building repairs and associated works. Phase 2 includes works to Station Approach areas including: new accessible routes; new planting areas; new fixed furniture; re-surfacing including with new materials; works to underground services to accommodate the scheme, building repairs and associated works. Phase 3 includes temporary re-surfacing works in the Heart space. Phase 4 includes repairs and making good works to the hard landscaping beneath and the viaduct facade adjacent to the location of the former vehicle ramp.
For works affecting the 1830s Viaduct. Approved in tandem with this application.

140090/LO/2024 - Listed Building Consent for works to the 1830s Warehouse in association with the phased refurbishment of the Upper Yard and Station Approach public realm areas, including temporary landscaping in the Heart Space, and repairs and making good to the plant room deck and the former vehicle ramp area. Phase 1 includes works to Upper Yard areas including: new accessible routes; new planters; new fixed furniture; re-surfacing including with new materials; repair and relaying of existing cobbles; works to underground services to accommodate the scheme, building repairs and associated works. Phase 2 includes works to Station Approach areas including: new accessible routes; new planting areas; new fixed furniture; re-surfacing including with new materials; works to underground services to accommodate the scheme, building repairs and associated works. Phase 3 includes temporary re-surfacing works in the Heart space. Phase 4 includes repairs and making good works to the hard landscaping beneath and the viaduct facade adjacent to the location of the former vehicle ramp.
For works affecting the 1830s Warehouse. Approved in tandem with this application.

140091/LO/2024 - Listed Building Consent for works to the Station Building in association with the phased refurbishment of the Upper Yard and Station Approach public realm areas, including temporary landscaping in the Heart Space, and repairs and making good to the plant room deck and the former vehicle ramp area. Phase 1 includes works to Upper Yard areas including: new accessible routes; new planters; new fixed furniture; re-surfacing including with new materials; repair and relaying of existing cobbles; works to underground services to accommodate the scheme, building repairs and associated works. Phase 2 includes works to Station Approach areas including: new accessible routes; new planting areas; new fixed furniture; re-surfacing including with new materials; works to underground services to accommodate the scheme, building repairs and associated works. Phase 3 includes temporary re-surfacing works in the Heart space. Phase 4 includes repairs and making good works to the hard landscaping beneath and the viaduct facade adjacent to the location of the former vehicle ramp.
For works affecting the Station Building. Approved in tandem with this application.

140092/LO/2024 - Listed Building Consent for works to the 1867 Viaduct in association with the phased refurbishment of the Upper Yard and Station Approach public realm areas, including temporary landscaping in the Heart Space, and repairs and making good to the plant room deck and the former vehicle ramp area. Phase 1 includes works to Upper Yard areas including: new accessible routes; new planters; new fixed furniture; re-surfacing including with new materials; repair and relaying of existing cobbles; works to underground services to accommodate the scheme, building repairs and associated works. Phase 2 includes works to Station Approach areas including: new accessible routes; new planting areas; new fixed furniture; re-surfacing including with new materials; works to underground services to accommodate the scheme, building repairs and associated works. Phase 3 includes temporary re-surfacing works in the Heart space. Phase 4 includes repairs and making good works to the hard landscaping beneath and the viaduct facade adjacent to the location of the former vehicle ramp.
For works affecting the 1867 Viaduct. Approved in tandem with this application.

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 at the Power Hall.

Approved October 2023.

138102/LO/2023 - Listed Building Consent for the refurbishment, repair, and redecoration of The Gantry crane structure. Works shall include the stripping of paint, introduction of new waterproofing measures, including at its juncture with the adjacent Power Hall, the introduction of bird protection measures, carrying out of structural repairs and repainting, and other associated works at The Gantry.
Approved January 2024.

138401/FO/2023 - Phased refurbishment and waterproofing works at the Viaduct and Station Building, Science and Industry Museum where Phase 1 works shall include temporary removal of the hard landscaping, tracks and ballast, installation of the new waterproofing solution across the viaduct, installation of new lead flashing at the juncture of the viaduct and Station Building, and other associated works, and Phase 2 works which shall include the reinstatement of the hard landscaping, ballast and tracks following completion of the waterproofing works to the Viaduct. Concerning the section of the Viaduct with the curtilage of the Station Building.
Approved April 2024.

138402/LO/2023 - Listed Building Consent for phased refurbishment and waterproofing works at the Viaduct and 1830s Warehouse, Science and Industry Museum where Phase 1 works shall include temporary removal of the hard landscaping, tracks and ballast, installation of the new waterproofing solution across the viaduct, installation of new lead flashing at the juncture of the viaduct and 1830s Warehouse, and other associated works, and Phase 2 works which shall include the reinstatement of the hard landscaping, ballast and tracks following completion of the waterproofing works to the Viaduct. Concerning the section of the Viaduct with the curtilage of the Station Building.
Approved April 2024.

138403/FO/2023 - Phased refurbishment and waterproofing works at the Viaduct and 1830s Warehouse, Science and Industry Museum where Phase 1 works shall include temporary removal of the hard landscaping, tracks and ballast, installation of the new waterproofing solution across the viaduct, installation of new lead flashing at the juncture of the viaduct and 1830s warehouse, installation of temporary plenums to windows to the north elevation of the 1830s warehouse, and other associated works, and Phase 2 works which shall include the reinstatement of the hard landscaping, ballast and tracks following completion of the waterproofing works to the Viaduct. Concerning the section of the Viaduct with the curtilage of the 1830 Warehouse.
Approved April 2024.

138404/LO/2023 - Listed Building Consent for phased refurbishment and waterproofing works at the Viaduct and 1830s Warehouse, Science and Industry Museum where Phase 1 works shall include temporary removal of the hard landscaping, tracks and ballast, installation of the new waterproofing solution across the viaduct, installation of new lead flashing at the juncture of the viaduct and 1830s warehouse, installation of temporary plenums to windows to the north elevation of the 1830s warehouse, and other associated works, and Phase 2 works which shall include the reinstatement of the hard landscaping, ballast and tracks following completion of the waterproofing works to the Viaduct. Concerning the section of the Viaduct with the curtilage of the 1830 Warehouse.
Approved April 2024.

138260/FO/2023 - Phased refurbishment works, with Phase 1 including full replacement of the roof with new insulation, downpipes and gutters, access gantries and ladders and revised rooflight arrangement, fabric repairs and decoration works to the facades, waterproofing works to the Special Exhibitions Gallery at basement level including some excavation of the Upper

Yard to allow for access, the installation of a new entrance porch on the west elevation, installation of scaffolding and hoarding during construction works, other associated works, and Phase 2 comprising the reinstatement of the Upper Yard hard landscaping following completion of the waterproofing works to the Special Exhibitions Gallery.
Approved February 2024.

138261/LO/2023 - Listed building consent for Phased refurbishment works, with Phase 1 including full replacement of the roof with new insulation, downpipes and gutters, access gantries and ladders and revised rooflight arrangement, fabric repairs and decoration works to the facades, waterproofing works to the Special Exhibitions Gallery at basement level including some excavation of the Upper Yard to allow for access, the installation of a new entrance porch on the west elevation, installation of scaffolding and hoarding during construction works, other associated works, and Phase 2 comprising the reinstatement of the Upper Yard hard landscaping following completion of the waterproofing works to the Special Exhibitions Gallery.
Approved February 2024.

Consultations & Notification Responses

Historic England (North West) – Have no objection to the applications on heritage grounds.

Highway Services - Requested that a Construction Management Plan be included as a condition and that various informatives relating to Highways be added.

Environmental Health - Requested that conditions be added regarding a Construction Management Plan, Watching Brief, and on imported soils.

Greater Manchester Archaeological Advisory Service (GMASS) - Confirmed that they are satisfied that the archaeological potential of the site is low and that impacts to any surviving archaeological remains, particularly within the Upper Yard, will be negligible. Confirmed that a scheme of archaeological works will therefore not be required from their perspective.

Greater Manchester Ecology Unit - Confirmed that following a review of the Ecological Appraisal, BNG metric and BNG Assessment, that the site has very limited ecological interest and there should be no ecological constraints affecting the proposals. Because of the low ecological baseline, a net gain of some 59% can easily be achieved at the site based on the submitted plans.

MCC Flood Risk Management - Have approved of the retention of the existing drainage scheme, with drainage modifications restricted to repairs/rationalisation of the existing system.

United Utilities Water PLC - Requested that an informative be added concerning United Utilities Property, Assets, and Infrastructure.

Network Rail - Requested that no Phase Two works go ahead without agreement with Network Rail to ensure the proposed development does not interfere with the safety of the railway.

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 following policy and guidance is considered relevant to the consideration of this application:

The Adopted Core Strategy for the City of Manchester

Adopted on 11th July 2012 and the Key Development Plan Document in the Local Development Framework. It states that all new developments should follow the 'Development Principles' and accord with the design guidance set out in the Supplementary Planning Documents.

SP1 (Spatial Principles) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety, and well-being of residents, consider the needs of all members of the community, and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

EN1 (Design Principles and Strategic Character Areas) advises that development provide opportunities for good design to enhance the overall image of the City should be fully realised and both reinforce and enhances the local character. It also 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) states that all development should have regard to a number of specific issues the following of which are relevant to this application and for which more detailed guidance may be given within a supplementary planning document:

- Impact on the surrounding areas in terms of the design, scale, and appearance of the proposed development.
- Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Refuse storage and collection.
- Vehicular access and car parking.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures, and environmental sustainability.

In Chapter 2 'Design', paragraph 2.7 outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment and encourages "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing, and orientation of its buildings should achieve a unified form which blends in with and links to adjacent areas.

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the ten 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) states an aim 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.

JP-P3 (Cultural Facilities) states that cultural businesses and attractions in our cities and towns will be proactively developed and supported through a range of measures including protecting existing heritage, cultural and community facilities, supporting the development of new cultural venues in town centres and places with good public transport connectivity, promoting new, or enhanced existing, locally-distinct clusters of cultural facilities, identifying protecting and enhancing strategic clusters of cultural attractions, considering the use of vacant properties and land for pop-ups or meanwhile uses for cultural and creative activities;

maximising opportunities for redundant heritage assets; considering the designation of 'Creative Improvement Districts' and supporting a mix of uses which derive mutual benefits. If development would potentially result in conflict between a cultural activity and another use, especially in terms of noise, then the development responsible for the change must secure the implementation of appropriate mitigation before it is completed

JP-C1 (An Integrated Network) aims to deliver an accessible, low carbon Greater Manchester with world-class connectivity by delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes, enabling the provision of high quality digital infrastructure; locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport; transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality; meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure, ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the Global Street Design Guide(125) hierarchy (highest priority first) and developing local transport industry skills and education to ensure the right skills are available into the future.

JP-C5 (Streets for All) states that streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported through studies and scheme development, where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport.

JP-C6 (Walking and Cycling) states that in order to help deliver a higher proportion of journeys made by walking and cycling a range of measures are supported, including creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community, ensuring routes are direct, easily navigable and integrated with the street and public transport network, creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an active incentive to walk and cycle; creating dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings which form part of the Bee Network, increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where improvements are proposed, utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling; and ensuring that new developments are planned and constructed with walking and cycling as the primary means of local access, and fully integrated into infrastructure.

The National Planning Policy Framework (2023)

The document sets out the Government's Planning Policies for England and how these are expected to be applied.

Decisions should accord with the requirements of the National Planning Policy Framework (2023).

Section 8 (Promoting healthy and safe communities) outlines how planning policies and decisions should aim to achieve healthy, inclusive, and safe places and beautiful buildings.

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.

It specifically states that:

"Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Developments should help to raise the standard of design more generally in an area and fit in with the overall form and layout of their surroundings" (**paragraph 139**).

At the heart of the Framework is a presumption in favour of sustainable development in terms, "*For plan-making*" and "*For decision-taking*", (**paragraph 11**).

This is further explored in **paragraph 8**, which confirms that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective
b) a social objective and
c) an environmental objective.

Section 16 (Conserving and Enhancing the Historic Environment) addresses how proposals that affect heritage assets should be considered.

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 identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 202 advises that in determining applications, local planning authorities should take account of:

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

The National Design Guide (January 2021)

Illustrates how well-designed places that are beautiful, enduring, and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance

and should be read alongside the separate planning practice guidance on design process and tools.

There are 10 characteristics of well-designed places within the National Design Guide which are listed below:

o Context - enhances the surroundings
o Identity - attractive and distinctive
o Built form - a coherent pattern of development
o Movement - accessible and easy to move around
o Nature - enhanced and optimised
o Public Spaces - safe, social, and inclusive
o Uses - mixed and integrated
o Homes and buildings - functional, healthy, and sustainable
o Resources - efficient and resilient
o Lifespan - made to last

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

Principle of the Development

The works proposed seek to improve accessibility within the SIM complex, rationalise and enhance surfacing of the yard areas as well as increase usability.

Main considerations relate primarily to impact on interfaces of surfaces finishes with listed assets, impact on their curtilages and their setting. The proposed landscaping works include relevelling the yard areas, removal and re-using existing loafed granite setts, and relaying new granite setts, installing new planters and seating.

The supporting Heritage Statement has identified the impacts on significance and summarises overall that there is a beneficial impact which we would generally agree.

In principle. the works are supported for their beneficial effects in improving the appearance of these spaces and in approving accessibility. It is hoped that the improved landscaping will bring benefit to not only the Science and Industry Museum, but to the surrounding area in which the Museum features as an important part of. The improved landscaping and accessibility will also bring greater opportunity for a wider variety of people to appreciate the various listed assets situated within the boundaries of the Museum site.

The proposals must be judged against the impact on various Planning considerations, including; impact on heritage assets, visual amenity, accessibility, residential amenity, public safety, impact on highways, archaeology, flood risk and drainage, and
ecology.

These will be assessed in turn below.

Impact on Heritage Assets

Phase 1 - Upper Yard

The Upper Yard derives its significance from its association with the listed former goods sheds and forms their setting. It includes a historic gantry structure attached to the Power Hall, cobbled surfaces, and some areas of former train tracks. It is also the primary entrance to the complex. It currently presents challenges to accessibility with respect to level changes, mismatching of surface materials comprising patches of loafed setts mix 1 and mix 2 and areas of tarmac.

The only direct impact on the historic fabric of the New Warehouse will be the proposed interfaces between the surface finishes of the Upper Yard and the south elevation of the building, the details of which can be seen in drawing 2913-PLAXX-XX-DR-L-5010.

Where the new fabric or reused cobble setts will meet the face of the building, a Polysulphide sealant will be used to seal the joint, in line with the supporting specification and best practice for historic buildings. Additionally, a bitumen impregnated Woodfibre board will be added below ground as a buffer between the concrete base and sub-base of the Upper Yard and the New Warehouse to ensure the fabric of the building is protected from any disturbance or damage.

These works will result in a low amount of less than substantial harm to the listed building.

The only direct impact on the historic fabric of the Power Hall will be the proposed interfaces between the surface finishes of the Upper Yard and the north elevation of the building, the details of which can be seen in drawing 2913-PLA-XX-XX_DR-L-5010. Where the new fabric or reused cobble setts will meet the face of the building, a Polysulphide sealant will be used to seal the joint, in line with the supporting specification and best practice for historic buildings. Additionally, a bitumen impregnated Woodfibre board will be added below ground as a buffer between the concrete base and sub-base of the Upper Yard and the Power Hall to ensure the fabric of the building is protected from any disturbance or damage.

The proposals will mix of loafed setts 1 and 2 and new granite setts for accessible areas. The final composition and appearance of re-used setts loafed setts is yet to be determined and will need to be agreed. There is precedence that has been applied in the lower yard area and could be appropriate. There will be a very low degree of less than substantial harm cause by these works.

These works will result in a low amount of less than substantial harm to the listed building.

The only potential impact of the proposed scheme on the 1867 Viaduct is to the historic fabric where the proposed surface finishes of the Upper Yard interface with the western boundary of the asset; the details of which can be seen in drawing 2913-PLA-XX-XX-DR-L-5109.

Where the new fabric or reused cobble setts will meet the face of the western boundary of the viaduct, the setts will be laid on a new concrete screed used to level the site and set with new Tufftop non-permeable BS 7533 Type 40 jointing mortar. The boundary of the viaduct will be met by the western mortar joint of the setts, resulting in no harm or direct intervention with the fabric.

These works will result in a very low amount of less than substantial harm to the listed building.

80% of the existing loafed setts are to be retained and re-laid within the new scheme overall, to ensure that the existing industrial character of the site and existing fabric is retained as much as possible.

The proposed introduction of new level setts will however result in the loss of some of the loafed setts from the Upper Yard. This will result in the loss of historic fabric and will have a slight/ moderate impact on the character of the Upper Yard as the existing loafed cobbles contribute specifically to the industrial character and appearance of the site, reflecting its history and former use. The removal of these setts, and the subsequent replacement with new level setts, will however have significant public benefits, providing level access across the site for all members of the public.

Currently, the existing loafed setts are laid in a patchwork manner across the Upper Yard, with patches of dark grey granite setts, and areas of lighter buff/pink/yellow setts, set apart from each other.

This is as a result of multiple phases of repairs and redevelopment over many years. For the same reason, there are also substantial areas of tarmac scars and areas of missing setts within the Upper Yard. This has resulted in an incomplete appearance to the yard which detracts from the setting and character of the site overall.

When the proposed works are carried out, the loafed cobble mix will be re-laid so that the dark grey setts and buff/pink setts are integrated and mixed together to create a more consistent and cohesive appearance across the site. This will result in a even spread of setts representing numerous periods of development and redevelopment on the site.

The proposed scheme will enhance the overall character and appearance of the Upper Yard, introducing a consistent design language and material palette. A more coherent landscape will help the site to read as one, help to improve sense of place, and will complement the uniformity, aesthetic quality and historic character of the assets across the site. This will address the current issues relating to the patchwork and incomplete character of the yard.

The reduction in the percentage of loafed setts across the site will allow for the excess setts to be used to fill gaps currently occupied my tarmac or gravel and will also account for the removal of a large quantum of split or damages setts; these sets are damaged beyond repair and would not be re-usable regardless. The excess loafed setts which are to be removed from the yard will be carefully stored by the museum for any potential future use on the site.

This also means that their removal will be largely reversible, as the untouched loafed cobbles will remain fully intact in storage, should they need to be placed back in the Upper Yard in the future.

The introduction of the new level setts in areas that are proposed to be accessible will have a minor impact on the character of the Upper Yard. The new setts have been carefully sourced and chosen to match and complement the existing loafed setts to ensure the area retains a consistent appearance, while replicating the historic appearance of the yard. The new proposed mix incorporates a range of tones and textures and will be laid with jointing widths which would be expected from a historic yard, to further compliment the remaining loafed setts and reduce any visual impact.

These works will result in a low amount of less than substantial harm to the Upper Yard area, however, the resulting improved accessibility of the Upper Yard will have significant public benefits, allowing all visitors to travel across the yard on a level surface, with ease. This in turn, will allow these visitors to experience the site fully, improving both sense of place and appreciation for the heritage assets that enclose it.

The relaying of the existing railway tracks and the introduction of in-situ concrete will help to highlight the tracks within the yard; an important part of the yard’s character and forming a

tangible link to its former use, the rails are an important feature within the landscape, and the landscaping works will ensure they are clearly legible. The concrete will be further beneficial, providing a main accessible route across the site, connecting the new areas of accessible setts.

Where the surface of the Upper Yard extends east to meet the Lower Byrom Street entrance, the new level setts will be introduced to facilitate level access to the site from this entrance in the future. Options have been appraised by the design team to investigate the possibility of retaining some areas of the existing loafed setts in this area due to their small contribution to the streetscape setting of the site, however full level access was deemed the most appropriate to achieve maximum public benefit while also maintaining visual consistency and quality.

These works will result in a low amount of less than substantial harm to the listed building.

Furniture and planting locations have been carefully considered to ensure that key views east-west through the site towards the 1830 Warehouse and Station Approach are maintained.

Planters have been designed to mimic the industrial feel of the site, taking inspiration from freight train carriages and using Corten steel. The main body of the planters will be no taller than 700mm to ensure they do not obscure any views across the site. Planters will also non-static, preventing unnecessary intervention with the fabric of the yard and allowing them to be moved and relocated as required.

Alongside the planters, proposed bug hotels will help to improve biodiversity and promote visitor enjoyment and engagement with the site as a whole.

A small increase in planting and greening may detract minimally from the hard industrial character of the area, however, will be beneficial in improving biodiversity and ecology and providing important areas of shade and dwell space for visitors, improving their overall experience of the area.

The proposed new seating will not only increase visitor dwell time, but also increase the number of rest places for those who are unable to be on their feet for long periods of time. This will enhance visitor experience by allowing individuals and groups to spend longer periods of time in the Upper Yard, promoting a more holistic experience of the site, and encouraging the appreciation of the heritage value of the surrounding buildings.

Pre-commencement conditions have been added to the accompanying Listed Building Consents in order to ensure that the works carried out are within a low amount of less than substantial harm to the listed assets.
- Detail required of retaining walls, steps and balustrade showing treatment of level changes at entrance.
- The finish of the Corten wall. Sample materials of wall, steps, and balustrade.
- Sample mix of re-used loafed setts.
- Sample mix and mortar finish of new setts.
- Details of interfaces between new and old setts.
- Details of polysulphide sealant where setts meet existing building.

Overall, these works to the Upper Yard area only very minorly directly impact upon the fabric of the listed buildings and will result in a low amount of less than substantial harm to the listed buildings in question.

<u>Phase Two – Station Approach</u>

The only direct impact on the historic fabric of the 1830 Station will be the proposed interfaces between the surface finishes of the Station Approach and the north elevation of the building, the details of which can be seen in drawings 913-PLA-XX-XX-DR-L-5107 and 2913-PLA-XXXX-DR-L-5110.

The only direct impact on the historic fabric of the 1830 Warehouse will be the proposed interfaces between the surface finishes of the Station Approach and the south elevation of the building, the details of which can be seen in drawings 2913-PLA-XX-XX-DR-L-5106.

All proposed alterations to the interfaces are in-line with the consented works included in the previous application for waterproofing works to the Viaduct (Application Ref. 138402/LO/2023), which were concluded to result in a low level of less than substantial harm to the fabric and the significance of the listed building.

The proposed concrete screed coverings and new lead flashings are necessary to support the consented waterproofing scheme and ensure further water ingress issues are prevented. Flashings will replace the existing inappropriate mastic covering at the interface and will be an enhancement to both the fabric and visual quality of the asset. This will result in a very low amount of less than substantial harm to listed building.

The removal of the existing timbers and brick course which are situated between the 1830 Station and Viaduct is not considered to be harmful as the existing finish is non-original and will not result in the loss of any historic fabric. The use of new concrete caps will also allow for below ground access to the troughs and downpipe outlets for effective maintenance works. These works are considered to have a very low amount of less than substantial harm on the Listed Asset.

The stone paving to the north of the Station Master’s House is to be carefully lifted, cut to size and flexibly re-laid where existing. Following a comparative study between the existing fabric, historic images and archival material, the team were unable to conclude the age or originality of existing paving slabs. It is clear that the slabs have been lifted, rearranged and potentially replaced since the late 1800s, however have remained a consistent feature in various forms in this location for over 150 years. Consequently, the retention of the paving slabs is considered to be important. The paving will be cut and rearranged where necessary to allow the surface to be made compliant with accessibility requirements, however the overall appearance and character of area will be retained. These works are considered to have a very low amount of less than substantial harm on the Listed Asset.

Planting and seating areas have been carefully concentrated along the central ‘spine’ of the viaduct to set them back from the 1830 Station as to not block or obscure views of its significant façade and reduce the overall impact on its setting.

The retention and relaying of the existing rails will be beneficial to the setting and character of the 1830 Station buildings as they form an important contribution to its existing setting and understanding of its former use.

The introduction of new level setts to the Station Approach will help to restore some of the original historic character to the area; historic images show that the viaduct/track area would originally have been covered by loafed setts in-between the railway tracks, and following multiple phases of degradation and redevelopment, these setts have since been replaced by modern ballast. The reintroduction of setts to the Station Approach will in turn enhance the setting of the 1830 Station, and allow visitor access onto the tracks, creating a larger space in which visitors can enjoy and appreciate the site and its assets

There will be a low amount of less than substantial harm caused by these works, primarily due to the reduction in the number of historic cobbles. The fact that the rails will still be legible is considered to be a positive.

The introduction of new level setts to the Viaduct will help to restore some of the original historic character to the area; historic images show that the viaduct/track area would originally have been covered by loafed setts in-between the railway tracks, and following multiple phases of degradation and redevelopment, these setts have since been replaced by ballast. The reintroduction of setts to the Station Approach will in turn enhance the character and authenticity of the 1830 Viaduct, allowing visitor access onto the tracks, creating a larger space in which visitors can enjoy and appreciate the site and its assets.

The new setts will be set using an appropriately agreed durable mortar and will be laid with jointing widths which would be expected from a historic yard, to produce a high-quality visual impact.

The setts will be laid onto a new surface buildup which will be implemented following the completion of waterproofing works consented as part of Application.138402/LO/2023. This new build-up will result in no harm to the significance of the fabric and will ensure the asset is watertight, improving its longevity and structural quality for the future.

The new setts will be a mix of buff/pink/yellow/ grey cobbles which reflect those already existing in the Upper Yard. This is to provide visual consistency across the wider site while also seeking to compliment and represent the existing historic mix.

The relaying of the existing railway tracks and the introduction of pre-cast concrete will help retain to prominence of the tracks within the yard while also allowing for an accessible surface to be created; an important part of the character of the Approach and forming a tangible link to its former use, the rails are an important feature within the landscape, and the landscaping works will ensure they are clearly legible. The colouring of the new setts and pre-cast concrete finishes have been selected to contrast with the tracks to ensure they are still legible and noticeable within the landscape. The tracks will be set within either Angular grit and an agreed appropriate mortar mix to ensure minimal damage is caused to the fabric. The proposed scheme will enhance the overall character and appearance of the Station Approach, introducing a consistent design language and high-quality material palette. A more coherent landscape will help the site to read as one, help to improve sense of place, and will complement the uniformity, aesthetic quality and historic character of the area.

These works are considered to have a moderate amount of less than substantial harm to the 1830s Viaduct.

Planting and seating areas have been carefully concentrated along the central ‘spine’ of the viaduct to set them back from the surrounding assets as to not block or obscure views of their significant façades and reduce the overall impact on their setting.

The new planting and seating areas will create new dwell space on the viaduct which will allow visitors to access an area of site which has long been restricted. This will enhance sense of place and allow new perspectives of the surrounding assets and wider site.

Alongside the planters, proposed bug hotels will help to improve biodiversity and promote visitor enjoyment and engagement with the site as a whole.

A small increase in planting and greening may detract minimally from the hard industrial character of the area, however, will be beneficial in improving biodiversity and ecology and

providing important areas of shade and dwell space for visitors, improving their overall experience of the area.

The proposed planters for the Upper Yard have been kept low in height to maintain long ranging views across the site, to and from the Upper Yard.

These works are considered to have a very low amount of less than substantial harm to the 1830s Viaduct.

Phase Three – Heart Space

The temporary landscaping in the Heart Space will not directly affect any of the listed assets in question and will result in a no less than substantial harm to the listed assets.

Phase Four – Lower Yard Area and Viaduct

The removal of the vehicle ramp itself, constructed in 1992, will not result in the direct loss of any historic fabric due to the modern nature of the structure.

Where the removal of the ramp may result in any minor disturbance or harm to the viaduct and associated historic fabric, this will be made good in line with best practice for the care of historic assets and the specification outlined in 9488-BUTCP-XX-SP-A-00004, submitted as part of this application. This will ensure there is no lasting impact on the heritage asset.

It is anticipated that the removal of the existing concrete columns and pads that support the ramp will result in some disturbance to the cobbled setts and finished located within the Lower Yard. All disturbances will be made good and there will be no lasting physical or visual impact on the historic fabric.

The removal of the ramp will be beneficial to the site overall, as well as to the 1830 Viaduct, by revealing the currently concealed historic brick elevation against which the ramp currently sits. This will enhance the museum site overall, helping to restore its historic appearance, character, and layout.

The existing ramp is considered dangerous, and its removal is necessary to ensure the safety of the public, and members of the museum site staff.

These works are considered to have a low amount of moderate than substantial harm to the 1830s Viaduct.

Visual Amenity

Currently, these existing sets are grouped together by the era in which they were laid and the difference in the appearance between these sets is notable. The proposals will create a more consistent language in surface materials by relaying existing setts in a mix of loafed setts 1 and 2 and new granite setts for accessible areas, which will in turn provide a more cohesive appearance across the site.

The introduction of planters, greenery, and other decorative furniture is considered to be a positive to the visual amenity of the area.

The works will result in an improved, coherent design language and material palette across the site, utilising an improved quality of materials within the setting of all assets. There will also be a removal of existing ‘clutter’ from the landscape.

Overall, it is considered that these works will have a positive impact on the visual amenity of the area and will allow heightened sense of place and ability to appreciate the site as a whole.

Accessibility

The proposal will result in level access being provided across the site which is much welcomed and should be supported. This will be achieved with the new level setts which are proposed to replace the existing loafed ones in new accessible areas.

The Upper Yard and Station Approach area will feature works that will make them permanently accessible and will be linked by temporary landscaping in the Heart Area, which will provide an accessible route between these two areas. Whilst a preference would have been to make this area permanently accessible as well, the works are dependent on funding and the applicant has expressed strong interest to continue the landscaping works in future to landscape the Heart Area and the Lower Yard Area.

It is pleasing to note that seating has been spread across the site to provide options for groups of varying sizes. The inclusion of perch type seats would be of benefit for some disabled and older people. 50% of the two-tiered seating have arm and back rests which will be beneficial to many disabled and older people if they are distributed evenly throughout the site.

The introduction of shaded areas is also welcome, as it provides accessible users places to shelter from sun exposure.

Residential Amenity

The proposals concern a scheme for landscaping and will have no impact upon residential amenity. A construction management plan has been included as a condition to confirm how noise and dust will be controlled during construction. The applicant has also by informed by the way of an informative as to the demolition and construction hours and have been informed about MCC guidance of noise from building sites and IAQM/EPUK Construction Guidance.

It is considered that the impact on residential amenity will be negligible once the development is completed and that the impact on residential amenity during construction can be appropriately controlled.

Public Safety

There are no elements of the proposals that would bring rise to any public safety concerns.

Impact on Highways

None of the proposed works will take place directly on the public highway.

A pre-commencement condition has been added to ensure that a Construction Management Plan is agreed with MCC's Highway Services before the works take place to ensure that appropriate mitigation and control is taken over any impacts there might be upon the highway whilst construction works are ongoing.

Informatives have been added to the decision to ensure that the applicant has been informed about various other highway related matters.

Overall, it is considered that the impacts of the proposed works upon the highway will be minimal and can be sufficiently controlled via a Construction Management Plan, which has been included as a pre-commencement condition.

Archaeology

Greater Manchester Archaeological Advisory Service (GMASS) have confirmed agreement with the archaeological assessments of each area made within the Heritage Impact Assessment (produced by Buttress, dated May 2024) that accompanies the application and are satisfied that the archaeological potential of the site is low and that impacts to any surviving archaeological remains, particularly within the Upper Yard, will be negligible.

GMASS have confirmed their opinion that a scheme of archaeological works will therefore not be required.

Therefore, there are no concerns in relation to the archaeological impact of the proposed works.

Flood Risk and Drainage

Pre-app discussions were held with MCC's Flood Risk Management department in May 2023.

Following this meeting, it was agreed that the best way forward was to retain the existing drainage scheme, with drainage modifications
restricted to repairs/rationalisation of the existing system.

Whilst some form of betterment would normally be sought and would be beneficial, the challenging historical environment has to be taken into context on this and any form of betterment in the drainage scheme would likely have a significant detrimental impact upon the various listed assets within the scope of this landscaping scheme.

The proposed drainage system included in the application is therefore considered to be acceptable. A condition has been included to ensure that the drainage on site is carried out in accordance with this approved drainage system.

Ecology

The information submitted with the application includes an Ecological Appraisal, a BNG metric, and a BNG Assessment. These demonstrate that the site has very limited ecological interest and there should be no ecological constraints affecting the proposals.

No impacts to any protected or notable species are anticipated due to the proposed works.

Landscaping proposals include the provision of small trees and ornamental planters. These will provide additional resources for invertebrates at the site level

The site has a negligible level of ecological interest with a baseline habitat score 0.12units. Because of the low ecological baseline, a net gain of some 59.36% (habitats score 0.19 units) can easily be achieved at the site based on the submitted plans and information.

Ornamental planters and wildflower trays will be created, extending to 0.026ha and scoring 0.05 habitat units.

Six small ornamental trees will be planted in containers, extending to 0.0244ha and scoring 0.07 habitat units.

The remainder of the Site (1.034ha) will comprise buildings, hardstanding and unvegetated ballast. These habitats score zero habitat units

In summary, the proposed development is predicted to achieve a net gain in habitat units that exceeds current requirements of national and local planning policy. The details submitted have been verified and accepted by Greater Manchester Ecology Unit.

Conclusion

Taking into consideration all of the Planning considerations outlined above, it is considered that there are significant benefits to be brought about by a result of these works. The public benefits of bringing improved accessibility to allow all visitors to enjoy and appreciate the site and its assets is determined in particular to be a significant benefit to the works.

Other public benefits include; improved, coherent design language and material palette across the site, improved quality of materials within the setting of all assets, removal of existing 'clutter' from the landscape, greening and improved biodiversity, a heightened sense of place and ability to appreciate the site as a whole, the provision of rest areas and shaded seating, and potential economic benefits to the Castlefield area and any associated positive multiplier effect that will be brought as a result of the uplift to the Science and Industry Museum, which is a key site in the area.

Whilst there will be a low amount of less than substantial harm to the listed assets as a result of the relevant proposed interventions, this low amount of less than substantial harm is considered to be offset and outweighed by the many public benefits that the works will bring.

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 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: Approved

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 planning 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 permitted shall be carried out in accordance with phasing plan outlined in 'Site/Phasing Plan 2913-PLA-XX-XX-DR-L-0024 P02' dated 28 March 2024, received by the City Council as the Local Planning Authority on 05 June 2024, which outlines the phases as follows:

Phase One includes works to Upper Yard areas including: new accessible routes; new planters; new fixed furniture; re-surfacing including with new materials; repair and relaying of existing cobbles; works to underground services to accommodate the scheme, building repairs and associated works.

Phase Two includes works to Station Approach areas including: new accessible routes; new planting areas; new fixed furniture; re-surfacing including with new materials; works to underground services to accommodate the scheme, building repairs and associated works.

Phase Three includes temporary re-surfacing works in the Heart space.

Phase Four includes repairs and making good works to the hard landscaping beneath and the viaduct facade adjacent to the location of the former vehicle ramp.

Reason - The development is to be carried out on a phased basis and details must therefore be agreed in this regard to ensure that a comprehensive development provided at this site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) 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 05 June 2024:

- Site Location Plan 2913-PLA-XX-XX-DR-L-0006 P03
- Site Phasing Plan 2913-PLA-XX-XX-DR-L 0024 P02
- Upper Yard Existing and Proposed Sections/Elevation 2913-PLA-XX-XX-DR-L 3004 P03
- Station Approach Existing and Proposed Sections/Elevation 2913-PLA-XX-XX-DR-L 3005 P05
- Proposed Building Interfaces 1 2913-PLA-XX-XX-DR-L 5010 P04

- Proposed Building Interfaces 2 2913-PLA-XX-XX-DR-L 5011 P03
- Proposed Building Interfaces 3 2913-PLA-XX-XX-DR-L 5106 P04
- Proposed Building Interfaces 4 2913-PLA-XX-XX-DR-L 5107 P04
- Proposed Building Interfaces 5 2913-PLA-XX-XX-DR-L 5109 P03
- Proposed Upper Yard Furniture Details - Removable Free Standing Planters 2913-PLA-XX-XX-DR-L 7000 P06
- Proposed Upper Yard Furniture Details - Curved bench 913-PLA-XX-XX-DR-L 7001 P06
- Proposed Upper Yard Furniture Details - Typical Free Standing Bench 913-PLA-XX-XX-DR-L 7003 P06
- Proposed Upper Yard Furniture Details - Bespoke Bug Hotel 913-PLA-XX-XX-DR-L 7006 P06
- Proposed Upper Yard Furniture Details - Litter Bins 913-PLA-XX-XX-DR-L 7008 P06
- Proposed Station Approach Furniture Details - Bespoke Two Tiered Bench F16.1 913-PLA-XX-XX-DR-L 7100 P06
- Proposed Station Approach Furniture Details - Free Standing Bench F2 913-PLA-XX-XX-DR-L 7102 P06
- Proposed Station Approach Furniture Details - Balustrade 913-PLA-XX-XX-DR-L 7105 P05
- Proposed Demolition & Removals Key Plan 9488 - L (01) 007 P04
- Proposed Demolition & Removals Plan 1 9488 - L (01) 008 P4
- Proposed Demolition & Removals Plan 2 9488 - L (01) 009 P5
- Proposed Typical Viaduct Section Demolition & Removals 9488 - L (03) 101 P3
- Proposed Vehicle Ramp Demolition & Removals Plan 9488 - VR (01) 102
- Proposed Vehicle Ramp Demolition & Removals Section A-A 9488 - VR (03) 101 P1
- Proposed Vehicle Ramp Floor Plans as Proposed 9488 - VR (04) 002 P2
- Proposed Vehicle Ramp Elevations as Proposed 9488 - VR (05) 001 P2
- Proposed Vehicle Ramp Section A-A as Proposed 9488 - VR (06) 001 P1
- Schedule of Works - Vehicular Ramp 9488-BUT-CP-XX-SH-A00004 VR SOW - P1
- Vehicular Ramp Specification 9488-9488-BUT-CP-XXSP-A-00004
- Ecological Appraisal
- Biodiversity Net Gain Assessment
- Flood Risk Assessment
- Drainage Strategy

Received by Manchester City Council as the Local Planning Authority on 06 June 2024:

- Proposed Station Approach Furniture Details - Bespoke Two Tiered Bench F16.2 913-PLA-XX-XX-DR-L 7101 P06
- Proposed Station Approach Furniture Details - Planter Edge 913-PLA-XX-XX-DR-L 7103 P06

Received by Manchester City Council as the Local Planning Authority on 13 June 2024:

- Proposed General Arrangement Proposed Illustrative Plan 2913-PLA-XX-XX-DR-L 0008 P05
- Proposed General Arrangement Proposed Softworks 2913-PLA-XX-XX-DR-L 2004 P04
- Proposed General Arrangement Proposed Levels Strategy 2913-PLA-XX-XX-DR-L 3003 P03
- Proposed General Arrangement Proposed Furniture 2913-PLA-XX-XX-DR-L 4004 P04
- Proposed General Arrangement Proposed Boundary Treatments 2913-PLA-XX-XX-DR-L 4005 P03
- Proposed Building Interfaces 5 2913-PLA-XX-XX-DR-L 5110 P01
- Heritage Impact Assessment

Received by Manchester City Council as the Local Planning Authority on 20 June 2024:

- General Arrangement - Site Clearance Paving and Surfacing 2913-PLA-XX-XX-DR-L 1025 P03
- Proposed General Arrangement - Site Clearance 2913-PLA-XX-XX-DR-L 4003 P06

Received by Manchester City Council as the Local Planning Authority on 03 July 2024:

- Design and Access Statement
- Proposed General Arrangement Hardworks 2913-PLA-XX-XX-DR-L 1003 P07

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.

4) Prior to the commencement of phase one of the development, a Construction Management Plan outlining working practices shall be submitted to and approved in writing by the City Council as the 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
- Sheeting of construction vehicles
- 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
- The document should also consider ongoing construction works and contractor parking in the locality

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

All phases of the development shall be carried out in accordance with the approved construction management plan.

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

5) In the event that ground contamination, groundwater contamination, and/or ground gas are encountered on the site at any time before the first use of each phase of the development during the watching brief, then development shall cease until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as the Local Planning Authority. The development shall be carried out in accordance with the agreed Remediation Strategy.

If no contamination is found, then a post-completion report shall be submitted to the City Council as the Local Planning Authority for approval to evidence this prior to the first use of each phase of the development hereby approved.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety pursuant to DM1 and EN18 of the Core Strategy for the City of Manchester.

6) Any soils imported for use in the landscaped area during Phase One and Phase Two shall be validated as suitable for use. A post completion report shall be submitted to the City Council

as the Local Planning Authority for approval to evidence this prior to the first use of Phase One and prior to the first use of Phase Two of the development hereby approved.

The approved details shall then be implemented as a part of Phase One and Phase Two of the development, shall be in place prior to the first use of each relevant phase of the development, and thereafter shall be retained and maintained.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety pursuant to DM1 and EN18 of the Core Strategy for the City of Manchester.

7) Notwithstanding the details as set out in condition 3 above, prior to any works that concern any planters during either Phase One or Phase Two of the development, the full and final details of the planting mix and species 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 part of Phase One and Phase Two of the development, shall be in place prior to the first use of each relevant phase of the development, and thereafter shall be retained and maintained.

Reason - In the interest of improving the biodiversity in the area pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

8) Prior to the implementation of the proposed trees shown in 'GA Softworks 2913-PLA-XX-XX-DR-L-2004 P04', which are currently marked as indicative at this stage, the full and final details of the tree species 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 part of Phase One of the development, shall be in place prior to Phase One of the development, and thereafter shall be retained and maintained.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure the implementation of a suitable tree species that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

9) Prior to the implementation of the proposed bug hotel during Phase One of the development, which is currently marked as subject to approval of manufacturers drawings on 'Upper Yard Furniture Details - Bespoke Bug Hotel 2913-PLA-XX-XX-DR-L-7006 S4 P06', the full and final details of the bug hotel 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 part of Phase One of the development, shall be in place prior to Phase One of the development, and thereafter shall be retained and maintained.

Reason - In the interest of providing habitats for bugs to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

10) Notwithstanding the details as set out in condition 3 above, prior to the installation of any new directional or wayfinding signage in the areas contained within the site edge red of this planning permission, a signage strategy for directional and wayfinding strategy, including the full and final design details of the signage, the locations of the signage, and the timescales for the implementation, 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 part of the development.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

11) Prior to the first use of each phase of the development, a detailed landscaped management plan shall be submitted in writing to and be approved in writing by the City Council as the Local Planning Authority.

This shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

12) Notwithstanding the details as set out in condition 3 above, prior to the commencement of each phase of the development, the full and final details of any handrails 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 part of each phase of the development.

Reason - To ensure compliance with accessibility requirements pursuant to policies DM1 and JP-P1, as well as compliance with the recommended measures outlined in the supplementary document Design for Access 2.

13) Notwithstanding the details as set out in condition 3 above, prior to the commencement of any Phase One works to the retaining walls, the balustrade, or the steps proposed at the entrance of the Upper Yard Area, the following details shall be submitted in writing to and approved in writing by the City Council as the Local Planning Authority:

- 1:50 scale drawings, elevations, and sections of the specific individual elements of the retained walls and of the steps.
- Details confirming the finish of the Corten retaining wall
- Sample material of the retaining wall
- Sample material of the steps
- Sample material of the balustrade

The approved details shall be implemented as part of Phase One of the development, shall be in place prior to the first use of Phase One of the development, and thereafter shall be retained and maintained.

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.

14) Notwithstanding the details as set out in condition 3 above, prior to the commencement of any works during Phase One or Phase Two of the development that would concern the laying and/or re-laying of any cobbles or setts, the following details shall be submitted in writing to and approved in writing by the City Council as the Local Planning Authority:

- the full and final details of the interfaces between the new and old cobbles/setts
- the details of polysulphide sealant where cobbles/setts will meet the existing buildings
- a sample panel of re-used loafed cobbles/setts showing mix of setts, coursing, and mortar mix
- a sample panel of proposed new cobbles/setts, including mix and mortar

The approved details shall then be implemented as a part of each relevant phase of the development, shall be in place prior to the first use of each relevant phase of the development, and thereafter shall be retained and maintained.

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.

15) Notwithstanding the details as set out in condition 3 above, prior to the commencement of any works during Phase One or Phase Two of the development that would concern the laying of the concrete slabs, a sample of the concrete slabs showing the finish and the colouring to be used between the rails, shall be submitted in writing to and approved in writing by the City Council as the Local Planning Authority.

The approved details shall then be implemented as a part of each relevant phase of the development, shall be in place prior to the first use of each relevant phase of the development, and thereafter shall be retained and maintained.

Reason - In the interests of visual amenity, accessibility, 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.

16) Notwithstanding the details as set out in condition 3 above, prior to the commencement of any works during Phase One or Phase Two that would concern planters, the full and final details of the planter, including a detailed specification and the finish, as well as a sample of the Corten steel planter material, shall be submitted in writing to and approved in writing by the City Council as the Local Planning Authority.

The approved details shall then be implemented as a part of each relevant phase of the development, shall be in place prior to the first use of each relevant phase of the development, and thereafter shall be retained and maintained.

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.

17) During all phases, all new works and works of making good to the retained historic fabric shall be finished to match the adjacent historic work with regard to the methods used and to colour, material, texture, and profile.

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.

18) Prior to the commencement of any Phase Four works, the details of mortar specification, brick infill, back fill, any other associated appropriate specifications for making good the historic fabric, and a test panel for Doff Cleaning of the viaduct wall, shall be submitted in writing to and approved in writing by the City Council as the Local Planning Authority.

The approved details shall be implemented and in place prior to the first use of Phase Four of the development.

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.

19) Phase One of the approved development shall be carried out in accordance with proposed strategy for the Upper Yard, and Phase Two of the approved development shall be carried out in accordance with proposed strategy for the Station Approach, the strategies for which are both outlined in 'Drainage Strategy SIM-BHE-XX-XX-RP-C-0003 Revision P02' and 'Flood Risk Assessment SIM-BHE-XX-XX-RP-C-0004 Revision P02', both of which were produced on the 18 April 2024 and were received by the City Council as the Local Planning Authority on 05 June 2024.

The approved details shall then be implemented as a part of each relevant phase of the development, shall be in place prior to the first use of each relevant phase of the development, and thereafter shall be retained and maintained.

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 policies SP1, EN14, EN17 and DM1 of the Manchester Core Strategy (2012).

20) The Biodiversity Gain Plan shall be prepared in accordance with the BNG Assessment, dated 13 March 2024 and prepared by Rachel Hacking Ecology

The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan and including:

(a) a non-technical summary;

(b) the roles and responsibilities of the people or organisation(s) delivering the Habitat Management and Monitoring Plan;

(c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;

(d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and

(e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority,

Has been submitted to, and approved in writing by, the local planning authority.

Notice in writing shall be given to the Council when the:

(f) Habitat Management and Monitoring Plan has been implemented; and

(g) habitat creation and enhancement works as set out in the Habitat Management and Monitoring Plan have been completed.

No development shall take place until:

(h) the habitat creation and enhancement works set out in the approved Habitat Management and Monitoring Plan have been completed; and

(i) a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority.

The created and/or enhanced habitat specified in the approved Habitat Management and Monitoring Plan shall be managed and maintained in accordance with the approved Habitat Management and Monitoring Plan.

Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved Habitat Management and Monitoring Plan.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and Core Strategy policy EN15.

Informatives

1) Any work close to the ornate lighting columns on the Liverpool Road side of the Science and Industry Museum will to be discussed and arranged through MCC Street Lighting, the columns may need to be temporarily switched off and encapsulated for protection purposes.

2) Should there be any basement excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is

advised to contact highways.structures@manchester.gov.uk.

3) Prior to the works commencing the contractor undertaking the works should contact the appropriate officers in the MCC Highways Network teams via email highwaylicences@manchester.gov.uk highwaynetworkmanagement@manchester.gov.uk to discuss any requirements for licensing, hoarding / scaffolding, skips and associated temporary pedestrian/traffic management arrangements, this may require highway licences and the granting of temporary traffic regulation orders for the closures of any highway/footway on a temporary basis. As part of the licensing and approvals process the routing of construction traffic and site access arrangements will be determined

4) The applicant is advised to consult with MCC Highways Public Realm team via email at publicrealm2@manchester.gov.uk
regarding accessing the bollards on Byrom Street.

5) The applicant should make contact with MCC Parking Services regarding any suspension of the P&D bays adjacent to the site, via
https://www.manchester.gov.uk/info/500345/parking_restrictions/692/suspensions_and_dispensations

6) Construction/fit out works should be confined to the following hours in accordance with Environmental Health policies in order to safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy:

Monday - Friday: 7.30am - 6pm
Saturday: 8.30am - 2pm
Sunday / Bank holidays: No work

In the event that work must take place outside these construction hours, consent must be applied for to carry out noisy construction works outside normal working hours. Please visit - https://www.manchester.gov.uk/xfp/form/2089

7) Please refer to noise from building sites webpage for further information/guidance - https://www.manchester.gov.uk/xfp/form/2089

And please reference to IAQM/EPUK Construction Guidance - https://iaqm.co.uk/guidance/

8) It is the applicant's responsibility to investigate the existence of any pipelines that might cross or impact their proposed site and also to demonstrate the exact relationship between United Utilities' assets and the proposed development. The applicant should not rely solely on the detail contained within asset maps when considering a proposed layout.

It is important that the supporting information contained in the Appendix, Section 2.0 'United Utilities' Property, Assets and Infrastructure', is read in conjunction with this letter. This provides information that might impact a proposed layout and additional guidance that an applicant or developer must consider when United Utilities assets are located in, or in the locality of, the proposed site.

Where United Utilities' assets exist, it is essential that the applicant, or any subsequent developer, contacts our Developer Services team prior to commencing any works on site, including trial holes, groundworks or demolition. See Appendix, Section 4.0 'Contacts'.

9) Repairs to the existing surface water drainage system should be designed and constructed 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.

10) All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by Network Rail prior to implementation.

Please see links to guidance for tower crane and mobile cranes adjacent to the railway to be flagged up to the developer/applicant.

https://www.cpa.uk.net/downloads/80/CPA-CIG-Mobile-Cranes-Alongside-Railways-181201.pdf

https://www.cpa.uk.net/safety-and-technical-publications/tower-crane-guidance

11) Network Rail have advised that a site meeting will be required to review the works for phase 2 due to the proximity to the live operational railway and Network Rail bridge OLL1/10. A BAPA (Basic Asset Protection Agreement) may be required.

Discussion will be required with them if a mobile crane may be involved in the works respect to the height of the buildings.

All new enquiries will need to be submitted via the Asset Protection and Optimisation Customer Portal - https://erjy-odcsvbcs-11211655-1568-cacctnetworkrail.builder.ocp.oraclecloud.com/ic/builder/rt/CustomerPortal/live/webApps/dcs/

From there, the client can create an account and submit their enquiry. Enquiry will then be assigned to one of the Asset Protection team to progress. The assigned team member will then be in a position to review and comment on any submissions from the outside party.

Appendix 1 – List of consultees & neighbours notified

Network Rail
Highway Services
Environmental Health
MCC Flood Risk Management
Heritage & Urban Design
Historic England (North West)
United Utilities Water PLC
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit

77 Rozel Square, Manchester, M3 4FQ
129F Liverpool Road, Manchester, M3 4JN
127C Liverpool Road, Manchester, M3 4JN
133F Liverpool Road, Manchester, M3 4JN
133B Liverpool Road, Manchester, M3 4JN
Arch 124, Woollam Place, Manchester, M3 4JN
Bonded Warehouse, 18 Lower Byrom Street, Manchester, M3 4AP
117D Liverpool Road, Manchester, M3 4JN
119C Liverpool Road, Manchester, M3 4JN
121 - 123 Liverpool Road, Manchester, M3 4JN
Flat 4, 91 Liverpool Road, Manchester, M3 4JN
Flat 8, 91 Liverpool Road, Manchester, M3 4JN
Flat 27, 91 Liverpool Road, Manchester, M3 4JN
Flat 110, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 115, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 311, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 319, 73 - 83 Liverpool Road, Manchester, M3 4AQ
2 Rozel Square, Manchester, M3 4FQ
16 Rozel Square, Manchester, M3 4FQ
83 Rozel Square, Manchester, M3 4FQ
Flat 105, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 208, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 211, 73 - 83 Liverpool Road, Manchester, M3 4AQ
5 - 9 Duke Street, Manchester, M3 4NF
Flat G01, 11 Duke Street, Manchester, M3 4FR
Flat G06, 11 Duke Street, Manchester, M3 4FR
Flat G05, 11 Duke Street, Manchester, M3 4FR
Flat 103, 11 Duke Street, Manchester, M3 4FR
Flat 201, 11 Duke Street, Manchester, M3 4FR
Flat 6, Westpoint, 3 - 9 Duke Street, Manchester, M3 4NF
Flat 8, Westpoint, 3 - 9 Duke Street, Manchester, M3 4NF
5 Rozel Square, Manchester, M3 4FQ
127A Liverpool Road, Manchester, M3 4JN
133C Liverpool Road, Manchester, M3 4JN
The Crystal Maze, Lower Byrom Street, Manchester, M3 4AP
117E Liverpool Road, Manchester, M3 4JN
117A Liverpool Road, Manchester, M3 4JN
119D Liverpool Road, Manchester, M3 4JN
Flat 25, 91 Liverpool Road, Manchester, M3 4JN
Flat 2, 91 Liverpool Road, Manchester, M3 4JN
Flat 19, 91 Liverpool Road, Manchester, M3 4JN
Flat 302, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 101, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 313, 73 - 83 Liverpool Road, Manchester, M3 4AQ
26 Rozel Square, Manchester, M3 4FQ
Flat 214, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 205, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 114, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 212, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 312, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 103, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 301, 73 - 83 Liverpool Road, Manchester, M3 4AQ
St Mathews, Liverpool Road, Manchester, M3 4NQ
Flat 203, 11 Duke Street, Manchester, M3 4FR
Flat G04, 11 Duke Street, Manchester, M3 4FR
Castlefield Mews, Stone Street, Manchester, M3 4NE
8 Castlefield Mews, Stone Street, Manchester, M3 4NE
14 Castlefield Mews, Stone Street, Manchester, M3 4NE
Flat 5, Westpoint, 3 - 9 Duke Street, Manchester, M3 4NF
129C Liverpool Road, Manchester, M3 4JN
127E Liverpool Road, Manchester, M3 4JN
Arch 123A, Woollam Place, Manchester, M3 4JJ
131D Liverpool Road, Manchester, M3 4JN
133A Liverpool Road, Manchester, M3 4JN
117 Liverpool Road, Manchester, M3 4JN
Flat 22, 91 Liverpool Road, Manchester, M3 4JN
Flat 3, 91 Liverpool Road, Manchester, M3 4JN
Flat 15, 91 Liverpool Road, Manchester, M3 4JN
Flat 1, 91 Liverpool Road, Manchester, M3 4JN
Unit 1, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 307, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 102, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 316, 73 - 83 Liverpool Road, Manchester, M3 4AQ
14 Rozel Square, Manchester, M3 4FQ
Flat 106, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 202, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 318, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 315, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 310, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 303, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 210, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 105, 11 Duke Street, Manchester, M3 4FR
10 Castlefield Mews, Stone Street, Manchester, M3 4NE
Westpoint, Duke Street, Manchester, M3 4NF
The Ox, 71 Liverpool Road, Manchester, M3 4NQ
3 Rozel Square, Manchester, M3 4FQ
129E Liverpool Road, Manchester, M3 4JN
129D Liverpool Road, Manchester, M3 4JN
127F Liverpool Road, Manchester, M3 4JN
131F Liverpool Road, Manchester, M3 4JN
Chaos Karts, Lower Byrom Street, Manchester, M3 4AP
119B Liverpool Road, Manchester, M3 4JN
119A Liverpool Road, Manchester, M3 4JN
Ground Floor, 91 - 93 Liverpool Road, Manchester, M3 4JN
Flat 16, 91 Liverpool Road, Manchester, M3 4JN
Flat 21, 91 Liverpool Road, Manchester, M3 4JN

Flat 28, 91 Liverpool Road, Manchester, M3 4JN
Flat 117, 73 - 83 Liverpool Road, Manchester, M3 4AQ
18 Rozel Square, Manchester, M3 4FQ
Unit 4, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 217, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 204, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 202, 11 Duke Street, Manchester, M3 4FR
Flat 205, 11 Duke Street, Manchester, M3 4FR
6 Castlefield Mews, Stone Street, Manchester, M3 4NE
Flat 12, Westpoint, 3 - 9 Duke Street, Manchester, M3 4NF
Flat 1, Westpoint, 3 - 9 Duke Street, Manchester, M3 4NF
73 Rozel Square, Manchester, M3 4FQ
75 Rozel Square, Manchester, M3 4FQ
129A Liverpool Road, Manchester, M3 4JN
127D Liverpool Road, Manchester, M3 4JN
Warehouse Rear Of 121 To 123, Liverpool Road, Manchester, M3 4JN
125 Liverpool Road, Manchester, M3 4JN
131A Liverpool Road, Manchester, M3 4JN
133D Liverpool Road, Manchester, M3 4JN
Factory, 161 Water Street, Manchester, M3 4JQ
117B Liverpool Road, Manchester, M3 4JN
Flat 10, 91 Liverpool Road, Manchester, M3 4JN
Flat 24, 91 Liverpool Road, Manchester, M3 4JN
Flat 6, 91 Liverpool Road, Manchester, M3 4JN
Flat 314, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 213, 73 - 83 Liverpool Road, Manchester, M3 4AQ
4 Rozel Square, Manchester, M3 4FQ
8 Rozel Square, Manchester, M3 4FQ
32 Rozel Square, Manchester, M3 4FQ
30 Rozel Square, Manchester, M3 4FQ
Flat 112, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 306, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat G02, 11 Duke Street, Manchester, M3 4FR
Flat 204, 11 Duke Street, Manchester, M3 4FR
Westpoint, 5 - 9 Duke Street, Manchester, M3 4NF
Flat 2, Westpoint, 3 - 9 Duke Street, Manchester, M3 4NF
Part Ground Floor Unit 1, Westpoint, 5 - 9 Duke Street, Manchester, M3 4NF
Flat 11, Westpoint, 3 - 9 Duke Street, Manchester, M3 4NF
Flat 10, Westpoint, 3 - 9 Duke Street, Manchester, M3 4NF
15 Atherton Street, Manchester, M3 3GS
117C Liverpool Road, Manchester, M3 4JN
91 - 93 Liverpool Road, Manchester, M3 4JN
Flat 5, 91 Liverpool Road, Manchester, M3 4JN
Flat 12, 91 Liverpool Road, Manchester, M3 4JN
Flat 17, 91 Liverpool Road, Manchester, M3 4JN
Flat 9, 91 Liverpool Road, Manchester, M3 4JN
Flat 113, 73 - 83 Liverpool Road, Manchester, M3 4AQ
12 Rozel Square, Manchester, M3 4FQ
22 Rozel Square, Manchester, M3 4FQ
20 Rozel Square, Manchester, M3 4FQ
34 Rozel Square, Manchester, M3 4FQ
Flat 107, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 304, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 317, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 216, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat G03, 11 Duke Street, Manchester, M3 4FR
Flat 206, 11 Duke Street, Manchester, M3 4FR
Ground Floor, Westpoint, 5 - 9 Duke Street, Manchester, M3 4NF
Flat 9, Westpoint, 3 - 9 Duke Street, Manchester, M3 4NF
1 Rozel Square, Manchester, M3 4FQ
7 Rozel Square, Manchester, M3 4FQ
129B Liverpool Road, Manchester, M3 4JN
131C Liverpool Road, Manchester, M3 4JN
48 Liverpool Road, Manchester, M3 4EQ
The Castlefield Hotel, Liverpool Road, Manchester, M3 4JN
119E Liverpool Road, Manchester, M3 4JN
Flat 23, 91 Liverpool Road, Manchester, M3 4JN
Flat 7, 91 Liverpool Road, Manchester, M3 4JN
Unit 3, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 207, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 109, 73 - 83 Liverpool Road, Manchester, M3 4AQ
6 Rozel Square, Manchester, M3 4FQ
24 Rozel Square, Manchester, M3 4FQ
36 Rozel Square, Manchester, M3 4FQ
Flat 305, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 201, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 108, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 206, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 209, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 104, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 106, 11 Duke Street, Manchester, M3 4FR
Flat 101, 11 Duke Street, Manchester, M3 4FR
12 Castlefield Mews, Stone Street, Manchester, M3 4NE
Flat 3, Westpoint, 3 - 9 Duke Street, Manchester, M3 4NF
Flat, The Ox, 71 Liverpool Road, Manchester, M3 4NQ
127B Liverpool Road, Manchester, M3 4JN
131B Liverpool Road, Manchester, M3 4JN
131E Liverpool Road, Manchester, M3 4JN
133E Liverpool Road, Manchester, M3 4JN
Castlefield Centre, 101 Liverpool Road, Manchester, M3 4JN
117F Liverpool Road, Manchester, M3 4JN
119F Liverpool Road, Manchester, M3 4JN
Flat 20, 91 Liverpool Road, Manchester, M3 4JN
Flat 11, 91 Liverpool Road, Manchester, M3 4JN
Flat 18, 91 Liverpool Road, Manchester, M3 4JN
Flat 26, 91 Liverpool Road, Manchester, M3 4JN
Flat 14, 91 Liverpool Road, Manchester, M3 4JN
Flat 13, 91 Liverpool Road, Manchester, M3 4JN
Flat 111, 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
10 Rozel Square, Manchester, M3 4FQ
28 Rozel Square, Manchester, M3 4FQ
EE PICO CELL (1592366), Communication Station Outside Museum Of Science And Industry, Liverpool Road, Manchester, M3 4FP
Unit 2, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 203, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 215, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Flat 116, 73 - 83 Liverpool Road, Manchester, M3 4AQ
Flat 102, 11 Duke Street, Manchester, M3 4FR
Flat 104, 11 Duke Street, Manchester, M3 4FR
Flat 7, Westpoint, 3 - 9 Duke Street, Manchester, M3 4NF
Flat 4, Westpoint, 3 - 9 Duke Street, Manchester, M3 4NF
79 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
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Conservation Area - Castlefield Conservation Area 1979
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: CENTRAL