Deloitte.



Landscaping
Science and Industry Museum
Planning Statement (including Statement of Engagement)

June 2024

Contents

1.	Introduction	2
2.	Background of Proposals	7
3.	Site Description, Context and Planning History	11
4.	Proposed Development	15
5.	Statement of Engagement	18
6.	Development Plan and Material Considerations	19
7.	Consideration of Proposed Development	22
8.	Public Benefits	29
9.	Summary and Conclusions	30
Appendix 1 – Planning History		31

1. Introduction

Introduction

1.1. This Planning and Consultation Statement (the 'Statement') accompanies an application for Full Planning Permission and Listed Building Consent for landscaping proposals at the Science and Industry Museum. The applications are submitted on behalf of applicant, the Science and Industry Museum ('the Museum') to Manchester City Council ('MCC').

1.2. This Statement considers the Proposed Development (defined at Table 1) in its strategic, as well as local urban and environmental context. It assesses its acceptability in the context of the Development Plan and other material considerations such as the National Planning Policy Framework ('NPPF') and relevant guidance.

The Museum Estate

1.3. The Science and Industry Museum is located to the northwest of central Manchester, to the east of the River Irwell and is within the Castlefield Conservation Area. For the purposes of this planning statement, the Museum Estate refers to the entirety of the Museum (all of its buildings and external areas – as defined by the blue boundary on the accompanying site location plan).

1.4. The Museum is bound by Loverose Way, Bonded Warehouse and Aviva Studios to the north, Water Street to the west, Liverpool Road to the south and Lower Byrom Street to the east.

1.5. The Museum Estate is located on two levels due to the nature of the topography and surrounding area.

1.6. The Museum Estate comprises a total of six no. listed assets, curtilage listed structures, and the land in between these assets:

- Listed buildings and structures within the Museum Estate:
    - Grade II Listed 1867 Viaduct;
    - Grade II Bridge Viaduct;
    - Grade I Listed Station Building;
    - Grade I Listed 1830s Warehouse;
    - Grade II Listed Power Hall;
    - Grade II Listed New Warehouse;
- Curtilage listed structures:
    - The Gantry – curtilage listed to the Grade II Power Hall;
    - The Viaduct – curtilage to the Station Building and the 1830s Warehouse;
- Land between the assets:
    - Upper Yard area – the land between the Power Hall and the New Warehouse;
    - Station Approach area – the viaduct between the 1830s Warehouse and the Station building; and
    - Lower Yard.

The Site

1.7. This application relates mainly to two areas within the Museum Estate, which sit within the curtilage of the above assets – the Station Approach area to the west of the Museum Estate and the Upper Yard area to the east ('the Site'). There are minor works proposed in the area between the Upper Yard and the Station Approach.

The Local Planning Authority

1.8. Manchester City Council are the determining body for the application (hereafter referred to as 'MCC').

The Applicant

1.9. The Applicant is the Science and Industry Museum (hereafter referred to as 'the Museum').

1.10. The Science and Industry Museum is a well-renowned Museum in Manchester and integral cultural institution, attracting circa 400-500k visitors each year.

1.11. The Museum have worked alongside leading architects to restore, renovate and innovate the historical site and the various buildings across the Museum Estate. An overview of recent planning history at the wider Museum site is outlined in Section 3 below.

1.12. The Museum is fully committed to the long-term ownership, professional management and operation of the Museum Estate at Liverpool Road.

The Proposed Development and Description of Developments

1.13. The proposals are for the phased refurbishment of hard landscaped areas in the Upper Yard and Station Approach. A phasing plan has been submitted in support of the application.

1.14. Planning and listed building consent is being sought for the proposals. The planning application is supported by six listed building consent applications as the works interact with six listed assets.

1.15. The descriptions of the proposed development for the planning application and the six listed building consents are set out below. Hereafter the proposals are referred to as the 'Proposed Development'.

Table 1: Descriptions of Development

Planning permission
"Full Planning Permission for phased refurbishment of the Upper Yard and Station Approach public realm areas (as indicated on drawing ref. 2913-PLA-XX-XX-DR-L-0024), 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 façade adjacent to the location of the former vehicle ramp."
Listed building consent in relation to works that interact with the Grade II listed Power Hall
"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 (as indicated on drawing ref. 2913-PLA-XX-XX-DR-L-0024), 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 façade adjacent to the location of the former vehicle ramp."
Listed building consent in relation to works that interact with the Grade I listed Station Building

"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 (as indicated on drawing ref. 2913-PLA-XX-XX-DR-L-0024), 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 façade adjacent to the location of the former vehicle ramp."

Listed building consent in relation to works that interact with the Grade I listed 1830s Warehouse

"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 (as indicated on drawing ref. 2913-PLA-XX-XX-DR-L-0024), 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 façade adjacent to the location of the former vehicle ramp."

Listed building consent in relation to works that interact with the Grade II listed New Warehouse

"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 (as indicated on drawing ref. 2913-PLA-XX-XX-DR-L-0024), 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 façade adjacent to the location of the former vehicle ramp."

Listed building consent in relation to works that interact with the Grade II listed Railway viaduct linking bridge over Irwell to Liverpool Road Station ("1830s viaduct")

"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 (as indicated on drawing ref. 2913-PLA-XX-XX-DR-L-0024), 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 façade adjacent to the location of the former vehicle ramp."

Listed building consent in relation to works that interact with the Grade II listed 1867 Viaduct
"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 (as indicated on drawing ref. 2913-PLA-XX-XX-DR-L-0024), 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 façade adjacent to the location of the former vehicle ramp."

Application Documentation

1.16. The application is supported by the following documents in Table 2 located below, which can be cross referenced to the information provided in this statement.

Table 2: Application Documentation Summary

Document	Author
Application Site Boundary and Location Plan	Planit
Existing and Proposed Site Plans, Sections, and Elevations (including drawing schedule)	Planit
Existing and Proposed Demolition Drawings	Planit / Buttress Architects
Detailed Drawings	Planit / Buttress Architects
Design and Access Statement including framework Management Strategy.	Planit
Statement of Engagement	Deloitte – included within this Planning Statement
Heritage Impact Assessment	Buttress Architects
Schedule of Works	Buttress Architects
Ecological Extended Phase 1 Desktop (inc. BNG Assessment)	Rachel Hacking Ecology
Flood Risk and Drainage Strategy	Buro Happold
Repair Methodologies	Buttress Architects

Structure of the Planning and Consultation Statement

1.17. The remainder of this statement is structured as follows:

- Section 2 'Background of Proposals' – provides context of Museum funding and objectives for application

- Site 3 ‘Site Description, Context and Planning History’ – provides a description of the Site and surrounding area;
- Section 4 ‘Proposed Development’ – describes the form of the application and Proposed Development;
- Section 5 ‘Statement of Engagement’ – sets out an overview of the pre-application consultation and engagement undertaken with relevant stakeholders;
- Section 6 ‘Development Plan and Material Considerations’ – details the relevant documents that make up the Development Plan and material considerations;
- Section 7 'Consideration of Proposed Development’ – presents a detailed evaluation of the Proposed Development against the Development Plan and material considerations;
- Section 8 ‘Public benefits’ – sets out the public and heritage benefits of the scheme; and,
- Section 9 ‘Summary and Conclusions’ – concludes by summarising the case for the grant of Planning and Listed Building Consent.

2. Background of Proposals

Background

2.1. In December 2020, £4.3 million of funding from the Government's Public Sector Decarbonisation Scheme was awarded to the Power Hall and the wider Science and Industry Museum (SIM) site to substantially improve energy efficiency and lower carbon emissions across this globally significant site. This grant will ensure the museum's environmental sustainability and support Greater Manchester's goal to become carbon neutral by 2038 – 12 years ahead of the national target.

2.2. Proposals forming this application are part of a wider programme of refurbishment works across the Science and Industry Museum, following receipt of £14.2 million of funding from the Department of Culture, Media and Sport (DCMS), to complete urgent repairs to the Museum estate. These works include the external fabric of the New Warehouse, the Special Exhibitions Gallery, the Gantry and the Viaduct between the Station building and the 1830s Warehouse.

2.3. This application specifically relates to landscaping enhancements at the Upper Yard and Station Approach within the Museum Estate. These areas have been brought forward due to their role in interconnecting the Museum's buildings and structures currently under refurbishment.

2.4. The Upper Yard directly connects the entrance of the Museum and New Warehouse building, to the Power Hall building, which is scheduled to reopen to the general public in Spring 2025, following a series of refurbishment works.

2.5. Urgent repairs and waterproofing works to the Viaduct at Station Approach are also currently taking place, necessitating the removal of existing surfaces for access to the structure. Therefore, for efficiency, the landscaping proposals will allow new and improved surfaces to be brought forward on completion of the viaduct repairs.

2.6. The proposals seek to enhance the quality of the hard landscaping within the setting of the listed buildings which make up the Science and Industry Museum Estate.

2.7. The Upper Yard is situated to the east of the Museum Estate, between the Power Hall and New Warehouse buildings, whilst the Station Approach is situated to the west of the estate, between the 1830s Warehouse and Station Building. Both the Upper Yard and Station Approach areas are not separately listed, however both sit within the curtilage of Grade II and Grade I listed buildings within the Museum Estate. Within the Upper Yard is the curtilage listed structure – the Gantry – which adjoins the Power Hall. The areas are also located within the Castlefield Conservation Area.

2.8. At present, the Upper Yard area is used as a courtyard / area of open space at the Museum, between the Power Hall and New Warehouse buildings. The space contains two planters and some seating opportunities in the form of non-fixed furniture. The area of open space is predominantly made up of hardstanding, comprising a mix of surfacing treatments, including tarmac and uneven cobbles and bollards. The area does not meet accessibility requirements.

2.9. The Station Approach area is an area formerly inaccessible to the public, located on a viaduct between the 1830 Warehouse and Station Building. Currently, it is only accessible on the Station Building side which is made up of external hard landscaping. Fenced off from this are unoriginal railway tracks and ballast associated with the disused museum railway line. The area does not meet accessibility requirements. It contains no planters or furniture. The former rail line is no longer functional. Although the museum has been able to undertake vital waterproofing repairs to care for the 1830 viaduct to stop surface water and water ingress into the historic buildings and structures around and below it, the complexity of historic structural and loadbearing issues, together with a shortened track following the opening of the Ordsall Chord meant that trains ceased running on the site in 2018 and will not be able to run again in the future. However, the museum's ambition is to situate a static locomotive on Station Approach as part of its 1830 Station and Revolutionary Railroad experiences in the future that will give a sense of the sights, sounds and scale of the original Liverpool Road Station in the lead up to the 2030 bicentenary.

2.10. The Upper Yard and Station Approach areas are currently made up of a mixture of differing materials, with poor quality finishes, with a requirement for repairs to take place in numerous locations. They are highly underutilised public areas within the Museum Estate and present a significant opportunity to introduce high quality, usable public realm at the Museum.

2.11. The works will enhance the quality of the landscaped areas through introducing high quality, sympathetic and consistent materials. Additionally, with the introduction of new fixed furniture and planters, the appearance of the Upper Yard and Station Approach will be a welcoming and accessible space for visitors, whilst also facilitating movement and wayfinding. The works will incorporate both hard and soft landscaping works to achieve these aims.

2.12. The proposed landscaping works have been developed as a result of significant design development and consultation with MCC and other relevant stakeholders. The proposed development presents the best resolution to overcome identified issues and constraints, whilst delivering a high-quality scheme that can be enjoyed by the public.

2.13. The proposals form part of a wider masterplan for the Museum Estate.

The Masterplan Approach

2.14. This proposal forms part of a long-term masterplan for site-wide landscaping across the Museum Estate. Establishing the masterplan strategy for the whole of the Museum Estate, has allowed the detailed proposals forming this application to be developed with regards to the Museum's long-term vision.

2.15. The masterplan has been borne from detailed analysis of the opportunities and constraints of the site and interrogation of the Museum's needs and aspirations. The outcome of this analysis has set the design drivers for the Site. The key drivers for the vision relate to accessibility, celebrating heritage, playfulness, reflection and exploration.

2.16. The masterplan is supported by strategies which will facilitate its consistent implementation in this phase, and in later phases. Strategies have been developed in relation to sustainability, movement, materials (hard landscaping) and softworks. Implementing the Masterplan consistently in line with these strategies will ensure the delivery of a coherent, high-quality public realm across the Museum Estate, over the long term.

2.17. Only the Upper Yard and Station Approach areas are being brought forward at this time. The reasons for setting a masterplan vision at this stage and not bringing forward detailed proposals for the whole site include:

- It would not have been financially feasible for the Museum to implement the masterplan in its entirety. A phased approach to the development of the detailed design, and subsequent implementation of the proposals, allows the Museum to respond to the availability of funding streams. In turn, this allows the Museum to direct funds where they are most needed to repair, conserve and protect its historic estate.
- It would be impractical to bring forward the Masterplan for the whole Museum Estate in one application. The Museum will remain fully operational and open to the public during the works. The Museum needs to retain operational external spaces, key routes between buildings, and ancillary uses which enable the Museum throughout the duration of the construction.
- The areas of the Site that have been brought forward under this application align with areas of urgent repairs to the buildings and structures on the Site. The approach offers operational and cost efficiency.

2.18. Stage 1 of the implementation of the masterplan comprises the works subject to this application. The proposals are submitted for approval via one detailed planning application and six listed building consent applications.

2.19. Please refer to the Design and Access Statement prepared by Planit for further information on the Masterplan Vision.

2.20. This stage of works itself will be phased; details of the phasing is set out below.

Planning Strategy and Phasing Approach

2.21. The planning application is supported by six listed building consent applications as the works will interact with six statutorily listed assets.

2.22. 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.

2.23. The description of development for the applications are phased (refer to 'Description of Developments' at **Error! Reference source not found.**).

2.24. The applications, listed building details and planning portal reference numbers are detailed below in Table 3.

Table 3: Application and listed asset summary

Application type	Listed asset, listing reference and grade	Planning portal reference number
Planning permission	N/A	PP-13007024
Listed building consent 1	Power Hall, 1291458, Grade II	PP-13014172
Listed building consent 2	Station Building, 1291477, Grade I	PP-13052069
Listed building consent 3	1830s Warehouse, 1282991, Grade I	PP-13052017
Listed building consent 4	New Warehouse, 1283016, Grade II	PP-13051756
Listed building consent 5	Railway viaduct linking bridge over Irwell to Liverpool Road Station (1830s viaduct), 1254726, Grade II	PP-13051890
Listed building consent 6	1867 Viaduct, 1200805, Grade II	PP-13052106

2.25. A phasing plan has been provided in support of the application (drawing ref: 2913-PLA-XX-XX-DR-L-0024).

2.26. 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).
- 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).

2.27. The planning strategy was confirmed as acceptable during Pre-Application discussions with MCC, on 06 December 2023.

3. Site Description, Context and Planning History

3.1. This Chapter includes a description of the Site, its context in relation to the surrounding area and the Site's suitability for the Proposed Development.

Site Description

3.2. The Museum is located within the Regional Centre and City Centre, within MCC's administrative area.

3.3. The Museum is located to the northwest of central Manchester, to the east of the River Irwell.

3.4. It is bounded by Lower Byrom Street to the east, Aviva Studios, Department Bonded Warehouse and Loverose Way to the north, Water street to the west and Liverpool Road to the south.

3.5. The Museum is located on two levels due to the topography and existing structures on the Estate.

3.6. The Site, as defined by the red line boundary on (ref: 2913-PLA-XX-XX-DR-L-0006), falls wholly within the Museum Estate and ownership. All proposals relate to the upper levels of the Site, apart from the repairs proposed following the removal of the vehicle ramp.

3.7. The Site can be categorised into four areas, these are described below.

Upper Yard

3.8. The Upper Yard is situated to the east of the Site, between the Power Hall and New Warehouse. It is not separately listed, however it sits within the curtilage of two listed assets, the New Warehouse and the Power Hall. Within the Upper Yard is the Gantry structure, which adjoins the Power Hall.

Station Approach

3.9. The Station Approach is situated to the west of the Site, between the 1830s Warehouse and Station Building and adjacent to the Viaduct. It is not separately listed, however it sits within the curtilage of two Grade I listed buildings.

Area Between Station Approach and Upper Yard

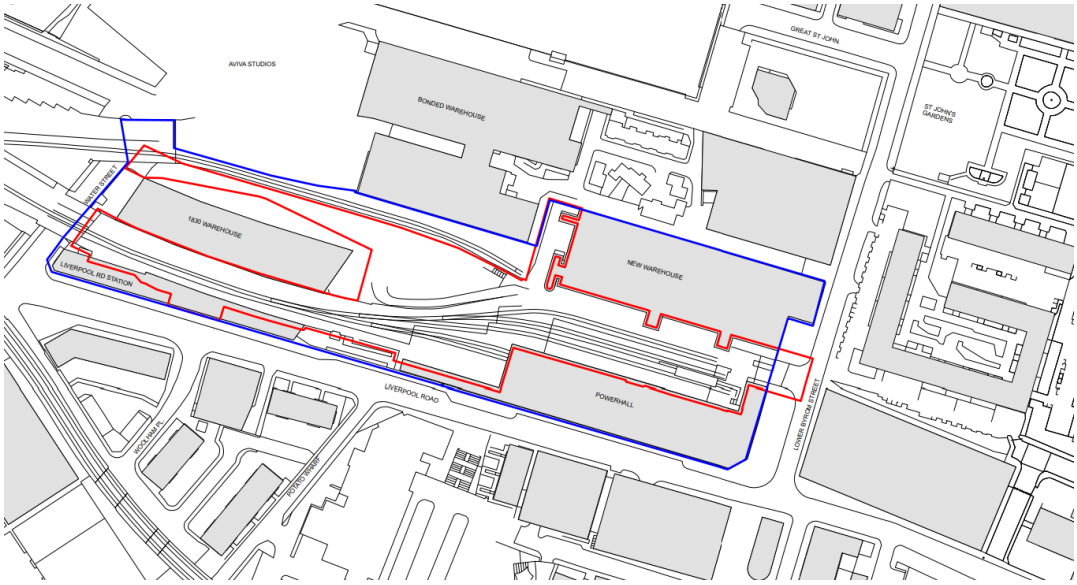
3.10. The area between Station Approach and the Upper Yard currently comprises tracks and ballast, and a macadam footpath that links the two. It is wholly located on the curtilage listed 1830s viaduct that connects the Upper Yard with Station Approach.

Vehicular Ramp

3.11. The vehicular ramp connected the Lower Yard with the Upper Yard and in the recent past, provided vehicle access between the two. It directly abuts the north masonry wall of the curtilage 1830s viaduct.

3.12. The vehicular ramp has significantly deteriorated and is now structurally unsafe. As a modern structure of no significance, it was agreed with MCC that the ramp could be removed. This application includes repairs to the historic fabric where it has now been removed.

Figure 1: Site Location Plan (ref: 2913-PLA-XX-XX-DR-L-0006) (Planit, 2024)



Site Context and Site-Specific Environmental Designations

Air Quality

3.13. The Site is situated in the Greater Manchester Combined Authority Air Quality Management Area (AQMA). For further details on air quality, please refer to the Air Quality Assessment prepared by Cundall.

Ecology

3.14. There are no statutory or non-statutory ecological designations within the Site. For further details on ecology, please refer to the Ecological Assessment prepared by Rachel Hacking Ecology.

Flood Risk and Drainage

3.15. The Environment Agency Flood Map for the area indicates that the Site is located within Flood Zone 1 and is therefore at low risk of flooding.

3.16. The Site is located within the Critical Drainage Area prescribed by Manchester, Salford and Trafford Councils' Strategic Flood Risk Assessment.

3.17. For further details on flood risk, please refer to the Drainage Strategy prepared by Buro Happold.

Heritage

3.18. The Site, as defined by the red line boundary, does not contain any listed buildings or structures, however, it does include curtilage listed assets. The red line boundary and proposed works adjoin six listed buildings and structures (see Figure 2 and Table 4 below for details).

3.19. The Site is located within the Castlefield Conservation Area and is located adjacent to St John Street Conservation Area.

3.20. For further details on heritage and the nearby heritage assets, please refer to the Heritage Statement prepared by Buttress Architects.

Figure 2: Heritage assets within a 50m radius (Source: Historic England, 2023)

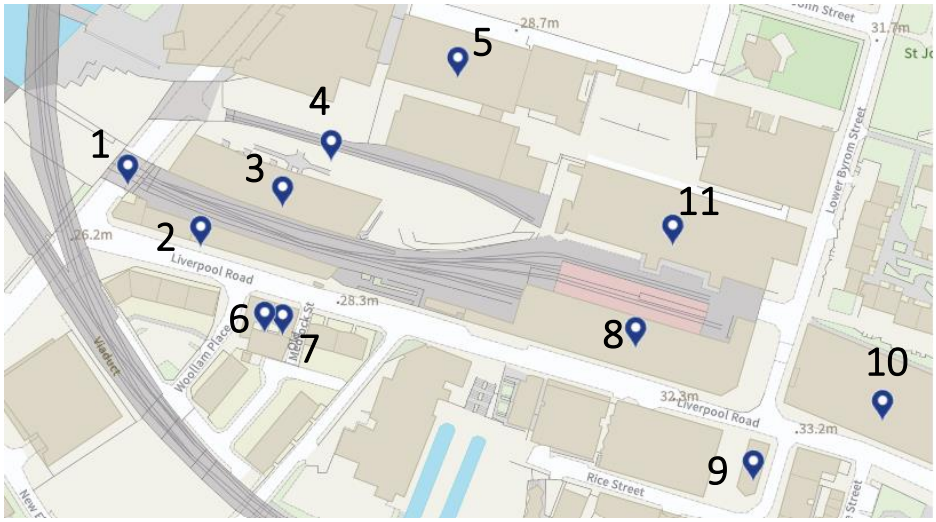


Table 4: List of heritage assets within a 50m radius

Number on Map	Historic England List Entry Name	Grade Listing
1	Railway Viaduct Linking Bridge Over Irwell to Liverpool Road Station	II
2	Former Liverpool Road Railway Station – Station Masters House	I
3	Old Warehouse to North of Former Liverpool Road Railway Station –1830s Warehouse	I
4	Colonnaded Railway Viaduct at Former Liverpool Road Goods Depot	II
5	Former Grape Street Railway Bonded Warehouse	II
6	Former Commercial Hotel	II
7	123 Liverpool Road	II
8	Power Hall	II
9	Former St Matthews Sunday School	II
10	Museum of Science and Industry, Air and Space Museum	II
11	Former Manchester Museum of Science and Industry – New Warehouse	II

Accessibility

3.21. The Site is in a highly accessible location by a variety of modes of transport. It is located within easy walking distance of the city core with all the shops, restaurants, attractions, amenities and facilities that the city centre has to offer.

3.22. Deansgate transport hub – comprising Deansgate Castlefield Metrolink Station and Deansgate Railway Station – is located approximately 500m south-east of the Site. Regular bus routes run along Liverpool Road and Deansgate adjacent to the Site.

3.23. The main entrance to the Museum is currently located at Lower Byrom Street, to the east of the Museum Estate. As such, the Upper Yard is the main arrival space when you enter the Museum Estate, and the Upper Yard connects the Power Hall and New Warehouse buildings at the upper level of the Estate.

3.24. The Station Approach area is located to the west, as you move through the Museum Estate, and is located between the 1830 Warehouse and Station Building at the upper level of the estate. It is currently accessed via the basement level of the New Warehouse, with an exit leading into the Lower Yard.

3.25. The vehicular ramp, now removed, once connected the upper and lower levels of the Museum Estate.

Planning History

3.26. The Museum has an extensive planning history. Proposals forming this application are part of a wider programme of refurbishment works across the Science and Industry Museum including works to the external fabric of the New Warehouse, the Special Exhibitions Gallery, the Gantry and the Viaduct between the Station building and the 1830s Warehouse.

3.27. Additionally, several planning applications have been submitted at the Power Hall within the Museum Estate, for internal and external refurbishment works. The Proposed Development is to be timed with the reopening of the Power Hall to the general public in Spring 2025.

3.28. The details of these preceding applications are set out in Table 5, included at Appendix 1.

4. Proposed Development

4.1. This Section should be read in conjunction with the submitted architectural and landscape drawings, Landscape Design and Access Statement, and Heritage Statement prepared by Planit and Buttress Architects. This section provides a summary of the key elements of the Proposed Development.

Descriptions of Development

4.2. The descriptions of development for the planning application and supporting six listed building consent applications can be read at **Error! Reference source not found.**.

Description of Proposals

4.3. As set out in Section 2, the proposals have been informed by the site wide Masterplan, which sets out the vision, site wide strategies and design drivers for the Museum Estate. The Proposed Development subject to this application, is a result of a further detailed design evolution process which has included analysis of the site context, been informed by technical assessments and feedback received from both statutory and non-statutory stakeholders.

4.4. This application specifically relates to an application for improvements to the landscaping within the public realm areas at the Upper Yard and Station Approach areas at the Museum of Science and Industry. The application also allows for repair works following the removal of the vehicle ramp, and a temporary route between the Upper Yard and Station Approach.

4.5. The proposals have been developed to overcome the identified constraints and issues at the Upper Yard and Station Approach areas which can be attributed to the following:

- Poor sequencing of works historically;
- The build up of vegetation, silt and detritus;
- Variations in surface materials across the site and levels;
- Significant access limitations with some areas inaccessible;
- Poor legibility of the large areas between the Museum's built assets;
- Poor nodal areas and lack of a sense of place;
- Low levels of active frontage;
- Limited seating opportunities; and,
- Limited planting and low levels of bio-diversity.

4.6. In summary, the Proposed Development will involve the following landscape enhancements at the Upper Yard and Station Approach:

- Re-landscaped area at Station Approach, creating an accessible public realm in place of the existing non-original train tracks and aggregate;
- Re-landscaped area at Upper Yard;
- Rationalisation of surface treatments across the Site;
- Creation of a central space / nodal point;
- Introduction of new soft landscaping; and,
- Introduction of street furniture, including benches and bins, within public realm.

4.7. The proposals for the Upper Yard are planned to coincide with the reopening of the Power Hall building within the Museum Estate, following restoration and refurbishment works. The proposals for the Station Approach shall follow the completion of the consented urgent repair works to the viaduct.

Upper Yard

4.8. The Upper Yard currently comprises an area of open space, with hard landscaping surfaces predominently of cobbles (of both light and dark mixes) and tarmac infill. The prominent, curtilage listed gantry structure overhangs the Upper Yard. The yard includes rail tracks. Mobile planters and temporary furniture are located within the Upper Yard.

4.9. The Proposed Development seeks to enhance this central space at the Museum, to create a key gateway at the entrance to the Museum; encourage dwelling through the creation of an inclusive and desirable public space; and create a legible route between the New Warehouse and Power Hall buildings at the estate.

4.10. In line with the Masterplan vision, the proposals will have a defined material palette of existing cobbles which shall be repaired and relaid, new cobble setts and pre-cast concrete. The new cobble setts shall be laid to define the new accessible routes. The pre-cast concrete shall be laid between the existing railway tracks. Levels in the Upper Yard shall also be addressed to ensure accessibility criteria are met.

4.11. Planters and seating options are proposed along the main routes at the Upper Yard, to create interest and pocket spaces. These areas will create an environment in which visitors can relax, dwell and reflect on the Museum displays. The planters in these spaces will consist of the reuse of extant planters at the Museum, in combination with newly proposed planters, which have been cohesively designed to align with the industrial heritage of the surroundings. The external landscape will be viewed as an extension of the internal Museum space.

4.12. Benches and bins are also proposed within the Upper Yard area.

Station Approach

4.13. The Station Approach area is located on the curtilage listed 1830s Viaduct. It currently comprises an area of disused railway track and ballast between the Station Building and 1830s Warehouse. It is not currently accessible. The former rail line is no longer functional and has been shortened following the opening of the Ordsall Chord. Due to this, in addition to loadbearing and historic structural issues, trains ceased to run on the site in 2018 and will not be able to run again in the future.

4.14. The Proposed Development seeks to enhance this area to encourage dwelling through the creation of an inclusive and desirable public space, and to create a legible route between the 1830s Warehouse and Station Building.

4.15. A consistent material palette shall be implemented in line with the Masterplan, the area shall be relevelled for accessibility compliance, there shall be new accessible routes, and new fixed furniture. The track and ballast is not historic, and the reintroduction of cobbled setts to this area will be sympathetic to its heritage. The tracks shall be retained and set within the cobbles to reflect historic uses.

4.16. The new planters and seating shall create interest and pocket spaces for rest and reflection. The planters in this area, have been carefully considered to maintain visibility across the Site and wider area. A wide range of seating options have been integrated within the design of the space, to ensure the options are accessible and inclusive to all Museum visitors. The design of these elements has been carefully considered to draw upon and better frame the surrounding historical buildings at the Museum.

4.17. General waste and recycling bins are also proposed within the Station Approach area.

Demolition of the Ramp

4.18. The former vehicular ramp connected the Lower Yard with the Upper Yard abutting the curtilage listed 1830s viaduct and previously providing vehicle access between the two. It was agreed with MCC via an Exchange of Correspondence with the Council, that the vehicle ramp could be removed as it was structurally unsound.

4.19. The Proposed Development includes the removal of the remaining structural components where they interact with historic fabric. This includes: break out and removal of concrete ramp base; break out and removal of drainage channel; break out and removal of all redundant buried services; removal of protruding cobble setts; removal of stone pavers and snots; removal of 5 no. concrete base plinths to ramp columns; removal of redundant metal railings and gate; removal of gravel fill within former fenced area; breakout and removal of exposed concrete slab; and cut out all embedded remnants of metal framing beams.

4.20. The works also include remediation, consolidation and fabric repair works to the masonry north wall, the Undercroft and localised hard surfaced areas, within the footprint of the former ramp.

4.21. For further details of the works, please refer to the Design and Access Statement prepared by Buttress Architects, submitted alongside this application.

Temporary Solution Between Landscaping Areas

4.22. The application includes a temporary surfaced route linking the Upper Yard and Station Approach. It is expected that final details of the location of the route and the surface treatment for the temporary route shall be agreed via condition. An indicative route is demonstrated on the submitted General Arrangement Proposed Illustrative Plan (ref: 2913-PLA-XX-XX-DR-L-0008).

5. Statement of Engagement

5.1. The Science and Industry Museum is committed to carrying out engagement that is proportionate to the scale of the Proposed Development.

5.2. Detailed pre-application discussions with the conservation, planning and accessibility officers at MCC have been undertaken with respect to the Proposed Development.

5.3. Several pre-application meetings and site visits have been held with MCC Officers during the design development. The Masterplan vision was presented and agreed with MCC at the early stage. Subsequently, as the detailed design has developed for the Site, MCC have been regularly engaged and feedback has influenced the Proposed Development.

5.4. MCC has also confirmed agreement in relation to the planning strategy, including the number and types of applications required, and the phasing of the Proposed Development.

5.5. One no. pre-application meeting and one no. site visit has taken place with the MCC Accessibility Officer, as well as informal discussions directly with the design team. All comments received have been integrated within the design of the Proposed Development. The accessibility credentials of the proposals have been received positively by both the accessibility, and planning and conservation officers.

5.6. Historic England have been engaged at the pre-application stage of the Proposed Development. A Historic England officer attended a site visit on 19.12.2023, in which the Officer was introduced to the Site and the proposals were presented. Historic England subsequently issued a positive formal response. Further correspondence with Historic England has been made in order to keep the statutory consultee up to date with design development and the program for submission.

5.7. The Greater Manchester Archaeological Advisory Service (GMAAS) were initially consulted on the proposals on 29.11.2023. It was confirmed by the Archaeological Officer on 21.12.2023 that no formal briefing or stand-alone archaeological assessment would be required for this application. This is due to the minimal impact to below-ground remains and given the detailed Heritage Statement submitted alongside the application.

5.8. It was confirmed in discussions between drainage consultants (Buro Happold) and the Lead Local Flood Authority, that the existing drainage regime can be retained.

5.9. The Museum's communications team has led engagement with local councillors, businesses and residents through the regular meetings that it hosts on site. At the Castlefield Forum on 04.03.2024, the Proposed Development was presented to 50 members and local councillors who were in attendance at the event. Follow-up correspondence was issued to relevant stakeholders following this meeting, with positive responses received.

5.10. The Curator of Engineering at the Museum briefed and presented the plans for the Proposed Development to Manchester Region Industrial Archaeology Society at a meeting hosted w/c 15.04.2024. Positive informal feedback was received at the meeting.

5.11. The Railway Heritage Trust have also been consulted on the proposals, and a positive response was received.

Summary

5.12. Overall, the proposals have undergone a broad and in-depth consultation process with a number of different stakeholders, including statutory stakeholders and non-statutory stakeholders and neighbours. The principle of development related to the landscaping scheme has the support of the MCC, Historic England, Railway Heritage Trust, the local councillors for the area, local resident groups, special interest groups and GMAAS.

6. Development Plan and Material Considerations

6.1. This Section details the relevant documents that make up the Development Plan and material considerations, such as guidance and MCC strategic objectives. A detailed assessment of the Proposed Development against the Development Plan and material considerations is then provided within subsequent sections of this Statement.

6.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

Development Plan

Adopted Manchester Local Development Plan

6.3. The Local Development Framework is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. Within this context, the adopted Local Plan for Manchester comprises:

- Saved Policies of the Manchester Unitary Development Plan (2005) ("the UDP");
- Manchester Core Strategy (2012);
- Places for Everyone Joint Development Plan (2024);
- Manchester Proposals Map (2012);
- Greater Manchester Joint Waste Development Plan Document (2012); and,
- Greater Manchester Joint Minerals Plan (2013).

Manchester Core Strategy (2012)

6.4. The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs, and take full advantage of opportunities.

Places for Everyone Plan (2024)

6.5. Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan) for jobs, new homes, and sustainable growth. It was published by the Greater Manchester Combined Authority (GMCA) on behalf of these nine districts and the plan was adopted by MCC on the 21st of March 2024.

6.6. The plan is a joint development plan of the nine districts which determines the kind of development that takes place in their boroughs, commercial the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. It will seek to ensure all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.

Saved Policies of the Unitary Development Plan (1995)

6.7. The Unitary Development Plan ('UDP') was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012, significant proportions of the UDP have been replaced; however, some polices were saved on 11 July 2012 and remain extant.

National Planning Policy and Guidance

National Planning Policy Framework and accompanying National Planning Practice Guidance

6.8. The NPPF (revised version published December 2023), sets out the government's planning policies for England and how these are expected to be applied.

6.9. At the heart of the NPPF lies the 'presumption' in favour of sustainable development; the golden thread running through plan-making and decision taking (paragraph 12). The NPPF notes there are three dimensions to sustainable development; economic, social and environmental.

6.10. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating well-designed, beautiful and safe places, with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment.

6.11. The National Planning Practice Guidance (NPPG) was published in March 2014 and is regularly updated. The NPPG sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource.

6.12. The NPPG stresses the importance of good design and states that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision takers should always seek to 37 ensure high quality design through creating places, buildings or spaces that work well for everyone, look good, last well and will adapt to the need of future generations.

6.13. The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design.

6.14. The NPPG also sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.

National Design Guide

6.15. The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the governments planning practice guidance and was created to outline key characteristics that make well-designed places.

Material Considerations

Local Supplementary Planning Documents and Guidance

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

6.16. The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well designed, and well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

6.17. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection, GD04 Waste Storage and Collection Guidance for New Developments and GD05 Planning and Noise. The Planning and Noise technical guidance was later updated in June 2022 by MCC.

Design for Access 2

6.18. The Design for Access 2 Manual was published in January 2003, it provides a practical guidance to inclusive design. It requires developments to be fully inclusive and accessible and the Council's vision is for Manchester to be recognised as the most accessible City in Europe. MCC recognises that inclusive design needs to take account of cross-impairment and community-based issues.

6.19. The Council expects developers to consider the guidance detailed in its 'Design for Access 2' Manual, and to produce an access statement, which identifies the philosophy and approach to inclusive design.

6.20. Information of how the Proposed Development has been designed to respond to the requirements of Design for Access 2 is contained within the DAS submitted in support of this planning application.

Manchester's Green and Blue Infrastructure Strategy (2022)

6.21. MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. The vision for green and blue infrastructure in Manchester is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the city.

6.22. Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality-of-life people expect and enhancing the City's global image as a place in which to live, work and invest.

6.23. The Strategy was later updated in 2022, with a new Implementation Plan being developed, highlighting approaches, challenges and projects that will help bring the strategy to life over the coming years.

Manchester Climate Change Framework 2020-25 (2022)

6.24. The Climate Change and Low Emissions Implementation Plan (2016-2020) is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps that will be taken to become energy-efficient and investing in the natural environment to respond to climate change and to improve quality of life.

6.25. On 13th March 2019, MCC fully endorsed the Zero Carbon Framework 2020-2038, outlining how Manchester can meet its aim to be a zero-carbon city by 2038. Areas for action in the Manchester Zero Carbon Framework (2020-2038) Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

6.26. In addition, the Council developed a Climate Change Action Plan 2020-2025 to ensure that all aspects of the Climate Emergency Declaration were converted into clear actions with tonnes of CO2 savings included where applicable.

6.27. In August 2021 the Manchester Climate Change Partnership adopted and endorsed a roadmap to net zero carbon for new buildings within Manchester. The Partnership is a task force made up of private, public and third sector representatives and has been developed collaboratively with MCC. The roadmap sets out that all new buildings in the city should be net zero carbon from 2023. Whilst the roadmap is not planning policy, it has been indicated by MCC that the roadmap may be considered as part of the new Local Plan.

City Centre Transport Strategy (2021)

6.28. A City Transport Strategy to 2040 was endorsed by MCC's Executive on 17 March 2021 and Salford City Council's Regeneration Committee on 22 March, before being fully ratified by the Greater Manchester Combined Authority on 26 March 2021.

6.29. The strategy presents an overarching vision for a well-connected, zero-carbon city centre at the heart of the North, offering residents, employees and visitors a great place to work, live in and visit.

6.30. As part of the Transport Strategy, the 'City Centre Triangle' has been proposed as a strategic intervention that builds on temporary road closures introduced in response to the COVID-19 pandemic and the Northern Quarter Bee Network scheme to create an integrated cycle network comprising three major routes Deansgate, Whitworth Street and Committed Northern Quarter Cycle Route.

7. Consideration of Proposed Development

7.1. This Section assesses the Proposed Development against the relevant policies in the Development Plan, relevant national and local policy and guidance, and other material considerations.

7.2. The Proposed Development seeks to enhance the public realm within the Museum Estate and as such, the key policy considerations relate to heritage, design, ecology and accessibility.

Principle of Development

Relevant policies, material considerations and guidance:

- **Planning Policy:**
  - Core Strategy Policy SO2 – Economy
  - Core Strategy Policy SP1 – Spatial Principles
  - Core Strategy Policy EC1 – Employment and Economic Growth
  - Core Strategy Policy EC3 – The Regional Centre
  - Core Strategy Policy CC1 – Primary Economic Development Focus: City Centre and Fringe
  - Core Strategy Policy CC4 – Tourism, Culture and Leisure
  - Core Strategy Policy CC8 – Change and Renewal
  - Core Strategy Policy CC10 – A Place for Everyone
  - Places for Everyone Policy JP-Strat 1 - Core Growth Area
  - Places for Everyone Policy JP-Strat 2 – City Centre
  - Places for Everyone Policy JP-P3 – Cultural Facilities

- **Material Considerations and Guidance:**
  - NPPF Section 6 (Paragraphs 85 to 89) – Building a strong, competitive economy

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7.3. The Site is located within the City Centre, which will be the focus for economic and commercial development, retail, leisure, and cultural activity outlined in Core Strategy Policies CC1 and EC3 and other city centre and Places for Everyone Policies JP-Strat2 and Strat1. Core Strategy Policy SO2 (Economy) and Places for Everyone Policy JP-Strat2 identifies the Regional Centre and City Centre respectively, as being a focus for cultural and tourism development.

7.4. This Site is not currently making an effective use of the public realm in its existing condition, as a sparse and inaccessible area of open space, and does not contribute to the local environment and wider Museum Estate in terms of its visual appearance.

7.5. Policy CC8 (Change and Renewal) emphasises that MCC will welcome schemes that are likely to contribute to the promotion or improvement of the social, economic or environmental well-being in Manchester, as well as improving the accessibility and legibility of the City.

7.6. The Proposed Development will see the re-landscaping of the external areas of the Museum, which is itself an integral cultural institution within Manchester City Centre. The provision of high quality landscaped areas will provide an excellent public realm, for the benefit of visitors and staff, but will also have a positive amenity impact for neighbours. The Proposed Development will create a dynamic and active environment which puts the experience of visitors at the heart of the Proposed Development, and will make a positive contribution to the city centre cultural offer.

Design and Appearance

Relevant policies, material considerations and guidance:

- **Policies**
  - Core Strategy Policy SP1 – Spatial Principles
  - Core Strategy Policy CC9 – Design and Heritage
  - Core Strategy Policy EN1 - Design Principles and Strategic Character Areas
  - Saved UDP Policy DM1 – Development Management

- **Material Considerations and Guidance**
  - Manchester Guide to Development SPD
  - NPPF Section 12 (Paragraphs 131 to 141) – Achieving well-designed places.

7.7. The design and appearance of the Proposed Developed is discussed in Section 4 of this Statement, as well as within the Design and Access Statement and architectural and landscaping drawings.

7.8. Through detailed design development, the design and appearance have been tested and refined so that the public realm is a high-quality addition to Manchester's built environment. As a result, the Proposed Development is of the highest quality in both an aesthetic context and in a functional capacity. It will be sympathetic to the historic architecture within the Museum Estate, as well as the surrounding area.

7.9. The materials strategy across the Upper Yard and Station Approach, has been developed with sustainability and accessibility in mind, aiming to reuse existing high-quality materials found on Site, where possible. Where this is not possible, a complimentary new palette is proposed. The selection of materials helps to provide a coherent and legible palette that creates interest with texture, size and colour.

7.10. A singular type of timber is proposed to be used for street furniture and interpretive elements.

Upper Yard

7.11. The design of the public realm at the Upper Yard, draws on the surrounding industrial built context, with a particular focus on joining the key Museum buildings, the New Warehouse and the Power Hall.

7.12. The development of the Upper Yard seeks to enhance the gateway to the Museum Estate, at Lower Byrom Street, with a focus on creating a pedestrian-friendly environment.

7.13. The Proposed Development seeks to create a space that maximises the central location, to encourage dwelling through the integration of planting and street furniture.

7.14. Legibility and wayfinding have been prioritised at the Site, through the utilisation of the existing railway tracks, which have been enhanced to guide visitors through the external spaces and to connect the spaces to the main entrances of the surrounding buildings.

7.15. In regard to materiality, a number of granite / sandstone cobbles are present at the Upper Yard area of the Site currently, of which are proposed to be lifted and reused wherever possible, to ensure that the historical nature of the Site is retained, whilst also ensuring an accessible environment is created.

7.16. Natural stone setts are proposed at all key entrance areas within the Upper Yard, to create a welcoming sense of arrival. The size and colour palette of the proposed natural stone setts has been selected to compliment the palette of existing cobbles. This has been chosen to create a harmonious and uncluttered appearance of the hardstanding fabric. In-situ / Pre-cast concrete and metal are also proposed for use at the Site.

7.17. The design of the fixed furniture and planters has also taken inspiration from the industrial heritage of the Museum.

7.18. The planting in the Upper Yard has been carefully designed with amenity and ecology at the forefront of the design.

Station Approach

7.19. The design of the public realm area at the Station Approach, has been curated to create an exploratory landscape that extends the Site narrative and provides clear accessible route and opportunities for rest, reflection and learning.

7.20. The design draws on the surrounding industrial character, i.e. through the retention of timber outside of the 1830s Station, the reuse of cobbles and the introduction of complementary textures.

7.21. The furniture elements have been carefully positioned to define spaces, improve legibility of the Site and to ensure resting opportunities are provided, to support the vision for a more accessible landscape. The features have been designed and curated to ensure they have a bespoke feel, to maintain the area's unique and strong sense of place.

7.22. The planting in the Station Approach area has been carefully selected, to add interest, enhance biodiversity and to prevent the obstruction of views across and down the Station Approach.

7.23. In regard to materiality, pre-cast concrete slabs are to be laid between railway tracks to ensure the area of public realm is accessible to all visitors. Natural stone setts are also proposed at all key entrance areas within the Station Approach, to create a welcoming sense of arrival. A larger amount of setts will be required within the Station Approach area due to the presence of less cobbles in this area. The size and colour palette of the proposed natural stone setts has been selected to compliment the palette of existing cobbles. This has been chosen to create a harmonious and uncluttered appearance of the hardstanding fabric. In-situ / Pre-cast concrete and metal are also proposed for use at the Site.

Summary

7.24. An iterative and sensitive design process has taken place as a part of the process of formulating the proposals. High quality design has been integrated at all levels of the scheme, including the design of surfaces, furniture and planting. For further details, please refer to the accompanying Design and Access Statement prepared by Planit.

Accessibility and Inclusive Design

Relevant policies, material considerations and guidance:

- **Policies**
  - Core Strategy Policy CC10 – Places for Everyone
  - Places for Everyone Policy JP-P1 – Sustainable Places

- **Material Considerations and Guidance**
  - Design for Access 2
  - Manchester Guide to Development SPD
  - NPPF Section 12 (Paragraphs 131 to 141) – Achieving well-designed places.
  - Part M Approved Document

7.25. An Access Statement is provided within the Design and Access Statement which accompanies this application. In summary, the public realm is designed to be inclusive in terms of access with step-free, level access and wide entrances. The design has been developed to provide a simple and clear layout which is easy to navigate.

7.26. The public realm has been designed to provide a continuation of the existing Museum Estate, providing new connections between the Upper Yard and Station Approach areas, whilst also improving the environment for the entirety of the Museum Estate.

7.27. As outlined within the above Design and Appearance section, inclusive and accessible design has been an integral part of the Proposed Development. Accessibility was identified as a key design driver within the Masterplan vision, and movement strategy has been prepared accordingly. Accessibility has been designed into the scheme from the outset.

7.28. Key interventions include re-levelling of the site, and the introduction of natural stone setts to create accessible, level routes. These have been integrated into the design from the offset, to ensure that all members of the public are able to utilise the public space. The proposal aims to provide a DDA compliant route with landings where appropriate.

7.29. Retaining wall seating features have been incorporated to take up level differences where required. Stepped access complies with Part M of the Building Regulation.

7.30. In response to accessibility officer feedback, seating is proposed at regular intervals and a shading study has been undertaken to ensure that the site provides adequate shade and rest points on hot days.

7.31. Further details of the accessibility provisions of the Proposed Development can be found within the Design and Access Statement prepared by Planit.

Heritage and Archaeology

Relevant policies, material considerations and guidance:

- **Policies:**
  - Planning (Listed Building and Conservation Areas) Act 1990 – Section 66
  - Core Strategy Policy EN3 – Heritage
  - Core Strategy Policy DM1 – Development Management
  - Core Strategy Policy CC9 – Design and Heritage
  - Places for Everyone Policy JP-P2 – Heritage
  - Saved UDP Policy DC20 – Archaeology

- **Material Considerations and Guidance:**
  - NPPF:
    - Paragraph 8
    - Section 16 (Paragraphs 195 to 214) - Conserving and enhancing the historic environment

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Below Ground Heritage

7.32. GMAAS have confirmed via written correspondence on 21 December 2023, that no archaeological investigative works are required at the Site due to the minimal impact to below ground structures.

Built Heritage

7.33. A Heritage Statement has been prepared by Buttress Architects as part of this application. This document assesses the significance of the designated heritage assets which have the potential to be affected by the Proposed Development.

7.34. As well as assessing the potential heritage impacts of the Proposed Development it is also important to understand the setting of each heritage asset and identify whether there is any potential for the setting and significance of the heritage asset to be impacted. This is important in relation to 'The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)' by Historic England which states *"setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated. Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance".*

7.35. The Heritage Statement identifies the assets to be assessed and their significance. It also considers group value and cumulative impact. The Site adjoins 6 listed assets, and parts of the site are curtilage listed. See Figure 2, page 8 of the Heritage Statement.

7.36. The Site itself, in its current form, is making a neutral or negative contribution to the setting of the assessed heritage assets in scope of the assessment. The poor state of repair, introduction of unsympathetic modern materials, and inconsistent use of materials across the Site contribute to this.

7.37. The Proposed Development has been designed to carefully respond to its heritage setting with 'celebrating heritage' identified as a key design driver in the Masterplan.

7.38. Overall, the Heritage Statement identifies isolated instances of low level 'less than substantial harm' in relation to the impact on the setting of the Grade II listed New Warehouse and Power Hall buildings. This harm is identified specifically as a result of the loss of a very small proportion of existing cobbles within the Upper Yard. It is worth noting:

- The heritage and age of the cobbles has not been identified and it is not known whether these are original or of a similar age to the listed assets surrounding the Upper Yard;

- There are a mix of dark and light cobbles across the site which indicate former patch repairs; and,
- A number of the existing cobbles are in a poor state of repair and it would not be possible for them to be re-used within the scheme.

7.39. When considered in the context of the full Development Proposals, and in the assessment of the significance of the heritage assets, the Heritage Statement concludes **'No Harm' to the significance of any of the heritage assets assessed.** It also identifies that the scheme will result in **'moderate beneficial' impacts to the setting of the listed assets** through the introduction of the high-quality landscaping scheme, which takes the industrial heritage as inspiration and introduces coherent and sympathetic materials across the Site.

7.40. In addition, the Proposed Development will create new accessible public realm, and will therefore provide an overall enhancement to the amenity of the area and that of the heritage assets to which it contributes to their significance.

7.41. For robustness, and on the basis that the assessment has identified the proposals as resulting in isolated incidences of low level 'less than substantial harm' it is considered that paragraph 208 of the NPPF applies. Paragraph 208 of the NPPF states *"that where a proposal will lead to less than substantial harm on the significance of a designated heritage asset that it should be weighed against the public benefits of the proposal."*

7.42. **The public benefits delivered by the Proposed Development are considerable and significantly outweigh the identified instances of harm.** As such, **paragraph 208 of the NPPF in relation to heritage balance is clearly satisfied.** These substantial public benefits of the Proposed Development are set out in full in Chapter 8.

7.43. Overall, therefore, the heritage statement and public benefits assessment (outlined in Section 8 below) conclude that the Proposed Development accords with the relevant statutory duties and national and local policy. A more detailed breakdown of the impacts of the Proposed Development on built heritage can be found in the Heritage Statement which accompanies this Application.

Ecology

Relevant policies, material considerations and guidance:

- **Policies:**
  - Core Strategy Policy EN9 – Green Infrastructure
  - Core Strategy Policy EN15 – Biodiversity and Geological Conservation
  - Environment Act 2021

- **Material Considerations and Guidance:**
  - Manchester Green and Blue Infrastructure Strategy
  - NPPF Section 15 (paragraphs 180 to 194) – Conserving and enhancing the natural environment
  - Places for Everyone Policy GM-G 2 Green Infrastructure Network
  - Places for Everyone Policy GM-G 8 Standards for a Greener Manchester
  - Places for Everyone Policy GM-G 9 A New Enhancement of Biodiversity and Geodiversity

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7.44. An Ecological Assessment has been undertaken by Rachel Hacking Ecology and is submitted as part of this Application. The aim of this report is to provide an up-to-date assessment of the ecological features on the Site, identify any ecological constraints relevant to the Proposed Development and make recommendations on further survey work and/or mitigation where necessary.

7.45. The Site is not located within an Impact Risk Zone and contains no statutory or non-statutory designated sites. The habitats and plant species recorded within the Site are widespread and common throughout Greater Manchester and the UK. None of the plant species recorded within the Site are either Nationally Scarce or Nationally Rare.

7.46. The Assessment outlines Site habitats are comprised of hardstanding and bare ground, with small areas of ephemeral vegetation and ornamental planting, which are of ecological importance at Site-level only. It is therefore concluded that there is no potential for protected or notable species at the Site.

7.47. The application is supported by a Biodiversity Net Gain Assessment prepared by Rachel Hacking Ecology. It concludes that the Site has a negligible level of ecological interest and the Proposed Development will lead to a biodiversity net gain provision of 59.36%, contributing to MCC's objectives to enhance and increase biodiversity across the city.

7.48. The inclusion of some planting and greening within the design of this industrial landscape has been a key consideration from the outset of the proposals. This has however, been carefully balanced with the industrial heritage of the area. It is expected that a planting plan will be agreed via condition, and that selected species of plants and trees will be chosen which are tolerant to the existing urban environment whilst providing interest and amenity to visitors, as well as ecological and biodiversity enhancements to the Site and surrounds.

7.49. As such, the Site will not result in any loss or harm in respect of ecology, and in line with policy requirements, will provide an improvement to the overall biodiversity credentials of the Site.

Flood Risk and Drainage

Relevant policies, material considerations and guidance:

- **Policies:**
  - Core Strategy Policy EN14 – Flood Risk
  - Core Strategy Policy EN17 – Water Quality
  - Core Strategy Policy DM1 – Development Management
  - Manchester and Salford Strategic Flood Risk Area

- **Material considerations and guidance:**
  - NPPF Section 14 (paragraphs 157 to 179) - Meeting the challenge of climate change, flooding and coastal change

7.50. Buro Happold has produced a Flood Risk Assessment which have been submitted in support of this application. It concludes that the EA flood maps show the application site to be situated within the Flood Zone 1, at low risk of tidal fluvial flooding. Flood risk from all other sources has also been assessed to be low. The Proposed Development is appropriate within Flood Zone 1.

7.51. Further details are outlined within the Assessment submitted alongside this application.

Drainage

7.52. Buro Happold has produced a Drainage Strategy which outlines the proposed strategy, including estimated peak flows. Surface water from the site is proposed to be drained via extant public sewer connections, with no change to the existing strategy.

7.53. Prior to submission, consultation with the LLFA took place, to discuss the development constraints associated with the historical nature of the Site. It was agreed with the LLFA, that the proposed drainage strategy would retain the existing drainage regime and points of connection with a like-for-like proposal.

7.54. The submitted Drainage Strategy concluded that the risk of flooding from all sources, for the entire development design life, is considered to be low and that the Site and the Proposed Development will not increase the risk of flooding elsewhere.

7.55. Please refer to the Drainage Report prepared by Buro Happold in support of this application.

Summary

7.56. This section of the report provides a summary of how the Proposed Development has been comprehensively assessed in relation to the relevant Development Plan policies and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence including the preparation of technical reports.

7.57. The conclusion of that extensive process is, applying section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and County Planning Act 1990 (as amended), that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning

considerations such that they merit the support of the Local Planning Authority and should applying paragraph 11(c) of the NPPF be approved without delay.

8. Public Benefits

8.1. The Proposed Development will deliver significant public benefits. These are set out below and demonstrably outweigh any harm identified within the Heritage Statement prepared by Buttress in support of this application.

- The provision of high-quality public realm within the Museum Estate will improve its cultural offer and help promote the Museum, the Castlefield area, and wider Manchester as a 'destination'. Opening up the Site will provide an opportunity to draw in more footfall from the surrounding area from emerging residential neighbourhoods, office and other commercial developments and cultural venues. It is estimated that the proposals will lead to 3.9 million site visitors and 80,000 visitors per annum, which would lead to a cultural benefit of significant value across a 10-year period.
- The economic benefits of creating a successful destination will be considerable for the Museum, wider Manchester and the businesses which serve the visitor economy. The Museum contributes significantly to Manchester's cultural offer and should be supported in its ambition to attract visitors. Not accounting for the likely spend impacts of site visitors, the off-site visitor spend benefit attributable to Museum visitors across a 10-year period is also significant – supporting employment in the local economy across Greater Manchester.
- The Proposed Development will maintain the optimum viable use of the buildings and their surrounds as a Museum. The Proposed Development will provide an experiential contribution to the Museum by way of the enhancement of the industrial landscape including preserving and showcasing historic railway features.
- The external areas of the Museum are also important to the visitor experience as they provide physical access to the exhibitions across multiple buildings. In its current form, the Site provides no accessible or level routes between the Museum's buildings and is difficult to navigate. The proposals have accessibility as a design driver from the outset and shall provide fully accessible routes across the Site.
- By creating an accessible landscape, the distinct heritage of the Site, the Museum and the surrounds, as well as the significance of the listed assets (both individually and as a group) can be appreciated by all.
- The proposals include vital repairs to historic fabric which will ensure the longevity of the listed and curtilage listed structures on the site, for enjoyment by visitors now, and future generations.
- The proposals include design features that are respectful to and enhance the significance of the heritage assets, including retaining the railway tracks which align the scheme to the historic landscapes original form and showcase its historic uses.
- The proposals will improve the visual amenity of the Site for visitors and neighbours, and thereby its contribution to the character of the Conservation Area.
- The Proposed Development will improve biodiversity on the Site and demonstrate Bio-diversity Net Gain.

9. Summary and Conclusions

9.1. This Planning Statement has been prepared by Deloitte LLP in support of one Full Planning Application and 6 no. listed Building Consent applications, for the re-landscaping of the external areas in the Station Approach and Upper Yard areas at the Science and Industry Museum in Manchester City Centre.

9.2. The Museum is a key cultural attraction in the City. Cultural institutions are integral to Manchester's continued growth aspirations. Attracting visitors to the City, through the creation of more destinations within the City Centre increases GVA and increasingly allows Manchester to continue to innovate.

9.3. The Museum has prepared a Masterplan vision for its external landscaped areas in its Estate. Establishing this vision has enabled a coherent and consistent approach to design to be established, with clear principles and ambitions over the long term. A series of strategies support this Masterplan.

9.4. A detailed design development process has been undertaken in relation to the first stage of the Masterplan, which forms the Proposed Development. The design has been informed by a significant engagement strategy with both non-statutory and statutory stakeholders, as well as neighbours.

9.5. The Site has been brought forward as the first Stage of the Masterplan due to its interrelation with the Museum's current program of capital projects, which includes significant investment in repairs and refurbishments across the Estate. Completion of the re-landscaping of the Upper Yard area will be timed to align with the completion and grand opening of the newly renovated Power Hall. Meanwhile, following completion of the consented urgent repairs on the 1830s viaduct, the re-landscaping of the Station Approach area can be implemented.

9.6. The Proposed Development itself is phased to provide flexibility to adapt and respond to the projects on which it interrelates. 4 phases are proposed: the Upper Yard; Station Approach; former vehicle ramp; and temporary route between the Upper Yard and Station Approach.

9.7. The landscaping scheme has been designed by Planit with input from technical consultants. It constitutes a very high quality scheme which carefully provides a legible, accessible and coherent landscape, suitable for all visitors of the Museum. It shall provide new hard landscaping, soft landscaping, seating and planting – the design of which is sympathetic to the heritage of the Site.

9.8. The Proposed Development fully complies with the national and local development plan policies and will deliver significant public benefits in the immediate and long term.

9.9. This planning statement provides a detailed assessment of the proposals against planning policy at both the local and national level. Taking this assessment into account, it can be concluded that the Proposed Development is compliant with the aims and objectives of the Development Plan taken as a whole.

9.10. As such, the Proposed Development therefore merits of the support of the Local Planning Authority and the grant of Planning Permission.

Appendix 1 – Planning History

Table 5: Historic Planning Applications

Application Ref.	Description of Proposals	Date of Decision
130170/LO/2021	Application for Listed Building Consent for alterations to the Grade II Listed Power Hall for the creation of openings and the installation of plant plus the introduction of a services trench within its curtilage.	02.07.21
130173/LO/2021	Application for Listed Building Consent for installation of a new services trench within the curtilage of the Grade II New Warehouse.	02.07.21
130171/FO/2021	Application for Planning Permission external works to the Boiler Room including removal of an external staircase and making good in addition to the installation of a new balustrade and new doors.	02.07.21
130172/LO/2021	Application for Listed Building Consent for alterations to the Grade I Listed 1830 Warehouse for the creation of openings and the installation of pipework plus the introduction of a services trench and borehole cover within its curtilage.	02.07.21
130614/FO/2021	Application for Planning Permission for removal of the Power Hall roof during refurbishment and repair works.	29.07.21
130615/LO/2021	Application for Listed Building Consent for the removal of the Power Hall roof during refurbishment and repair works.	29.07.21
137397/LO/2023	Application for 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,	26.06.2023
138102/LO/2023	Application for 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.	18.09.2023
138261/LO/2023	Application for 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	06.10.2023

	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.	
138403/FO/2023	Application 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.	24.10.2023
138402/LO/2023	Application for 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.	24.10.2023
138401/FO/2023	Application for 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.	24.10.2023
138404/LO/2023	Application for 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	24.10.2023

	landscaping, ballast and tracks following completion of the waterproofing works to the Viaduct.	

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