

Planning

Growth & Development

Delegated officer report for planning application

Application no. 145064/JO/2026

Date registered valid: 29 January 2026

Proposal: Variation of Conditions 2 (Specified Drawings and Documents) and 3 (Bollard Specification) attached to Listed Building Consent 143391/LO/2025, to reposition the fixed and automated bollards, and planters, due to uncovering of buried gas main in the originally approved location.

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

Ward(s): Deansgate Ward

Applicant: Mr David Brown, Science and Industry Museum

Agent (if any): Mr Alex Scrimshaw, Buttress Architects Ltd

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

Recommendation: Approve

Date of recommendation: 25 March 2026

Application Details

Type of application: Variation or Removal of Condition

Development type: Listed building alteration

Date of site visit: 3 March 2026

Standard consultations:

Printed: 5 February 2026 Expired: 26 February 2026

Neighbour notifications

Printed: 5 February 2026 Expired: 26 February 2026

Site notice

Posted: 3 March 2026 Expired: 24 March 2026

Press advert

Published: 10 February 2026 Expired: 3 March 2026

Departure from Development Plan: No

Environmental Statement: Not required

Description of Site/Area

Listed building: Grade II

Conservation area: Castlefield Conservation Area 1979

Tree Preservation Order: Not applicable

The Science and Industry Museum is located in the western part of Manchester city centre, on the site of the former Liverpool Road railway station.

The wider museum site is bounded to the north by a number of large warehouses including the site of the new Aviva Studios, to the south by Liverpool Road, to the east by Lower Byrom Street, and to the west by the River Irwell as well as Stephenson's Viaduct.

The Museum is spread across several historic buildings that are connected by walkways and outdoor spaces. The museum is located on the site of the former Liverpool Road Railway Station, which was the terminus of the world's first intercity passenger railway. The buildings that house the museum are all listed and include the New Warehouse, the Power Hall, the 1830 Warehouse.

Throughout the museum complex, there are a number of outdoor spaces and walkways that allow visitors to explore the historic buildings and enjoy views of the surrounding area. The museum's layout is designed to be both educational and engaging, while retaining the industrial character and general spatial layout associated with its historic use.

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

This application relates specifically to the Power Hall and how it interfaces with the Lower Byrom Street Gateway. The gateway which is located to the east of the Museum, directly outside of the main entrance to New Warehouse, extending south towards the Power Hall.

Consultations & Notification Responses

Publicity - Neighbour notification letters were sent to surrounding properties. A site notice and local press advert were also produced. At the time of writing this report, no representations have been received because of this publicity

Description of Development

The application seeks permission for the Variation of Conditions 2 (Specified Drawings and Documents) and 3 (Bollard Specification) attached to Listed Building Consent 143391/LO/2025, to reposition the fixed and automated bollards, and planters, due to uncovering of buried gas main in the originally approved location.

Related Applications

143390/LO/2025 - Listed Building Consent for the installation of soft and hard landscaping and the installation of fixed and automated bollards.

Approved August 2025.

143391/LO/2025 - Listed Building Consent for the installation of soft and hard landscaping and the installation of fixed and automated bollards.

Approved August 2025.

143389/FO/2025 - Installation of hard and soft landscaping and the installation of fixed and automated bollards.

Approved August 2025.

143978/NMC/2025 - Non-material amendment to planning permission 143389/FO/2025 to modify the wording of Condition 5 (Highway Works) to clarify the extend of highway works.

Approved September 2025.

145062/NMC/2026 - Non-material amendment to Planning Permission 143389/FO/2025 to reposition the fixed and automated bollards and planters due to uncovering of buried gas main in the originally approved location.

Approved February 2026.

145063/JO/2026 - Variation of Conditions 2 (Specified Drawings and Documents) and 3 (Bollard Specification) attached to Listed Building Consent 143391/LO/2025, to reposition the fixed and automated bollards, and planters, due to uncovering of buried gas main in the originally approved location.

Approved alongside this application.

Consultations & Notification Responses

Publicity - Neighbour notification letters were sent to surrounding properties. A site notice and local press advert were also produced. At the time of writing this report, no representations have been received because of this publicity

Policy

Places for Everyone (2024)

- JP-Strat2 (City Centre)
- JP-P1 (Sustainable Places)
- JP-P2 (Heritage)

The Adopted Core Strategy for the City of Manchester (2012)

- SP1 (Spatial Principles)
- EN1 (Design Principles and Strategic Character Areas)
- EN3 (Heritage)
- CC9 (Design and Heritage)
- DM1 (Development Management)

The Unitary Development Plan (UDP) for the City of Manchester (1995)

- DC18.1 (Conservation Areas)
- DC19.1 (Listed Buildings)

National Planning Policy Framework (NPPF) (2024)

- Section 12 (Achieving well-designed places)
- Section 16 (Conserving and enhancing the historic environment)

Draft National Planning Policy Framework (NPPF) (2025)

The government has published a consultation National Planning Policy Framework which is intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making.

Whilst this is a draft NPPF for consultation it is considered that the development proposals are in accordance with the general thrust of policy contained within it. As set out in the printed report no adverse impacts have been identified through consideration of the application proposals that would outweigh a positive decision in this instance.

Sections 16, 66 and 72 of the Listed Buildings and Conservation Areas Act 1990.

Assessment

In determining whether the proposed works are acceptable, the main issue to consider is the impact these proposed works will have on the historic character and fabric of the listed building itself and to establish whether the public benefits, including heritage benefits, of the proposal will outweigh any harm to the significance of the heritage asset.

Principle of the development

During the course of the onsite works, the contractor discovered an existing gas main running through the location of the originally proposed automatic bollards. This was not indicated on the utilities survey drawings and therefore the issue was unforeseen. To resolve the clash, the main arrangement of proposed bollard in front of the entrance gates have been revised and moved by approximately 1200mm. 1no. of bollards has been removed from the scheme due to the line of bollards being set further back from the Highway. Confirmation of the gas main easement has been obtained from Cadent by the applicant, which confirms that a minimum clearance of 300 mm is required to the foundation of the bollards. The revised arrangement maintains a minimum separation of 300 mm between the bollard foundations and the gas main, ensuring compliance

with these easement requirements. This move had a minimal knock-on effect on the planter positions and the bollard row between the planters, which were also moved west by approximately 300mm. The planters were spaced a bit further apart to achieve a spacing that meets PAS rating compliance. As a consequence of the revised layout, the extent of the secure area has been reduced; however, this reduction is not considered significant.

Due to the reasons outlined above, the principle of moving the line of bollards, is accepted.

Assessment of significance

The Power Hall is a very high single-storey building, rectangular in plan with six bays. The walls are of brick, with stone facings and quoins at the western end. The hipped M-roof is of slate, with some glazing. The Lower Byrom Street elevation has blind windows and brick detail. The corner between this and the Liverpool façade is splayed with a wide wagon entrance (now glazed). The Liverpool Road façade has alternating round-headed blind windows with stepped surrounds and large square-headed wagon doorways with stone fenders. The original sliding doors have been replaced with glazing. The west elevation has a large metal concertina door for locomotives and a smaller inserted door for pedestrians. The south elevation has an inserted glass and metal door and window frames in the original wagon entrances.

A large gantry crane extends from the northern elevation of the Power Hall into the upper yard. The crane retains the historic bases; however the carts themselves have since been removed.

The Power Hall is a fine example of Victorian architectural design as well as industrial and railway design and engineering. Railway architecture during that time typically emphasized large open spaces and high ceilings to accommodate the scale of trains and engines, and the Power Hall is an example of this. It's interior, exterior and connectivity to the Liverpool Road Station tracks are all representative of the building's original use.

With its composite frame, the Power Hall symbolises the increasingly sophisticated use of materials by Victorian structural engineers, rooted in their improved understanding of the structural properties of iron. Its robust construction demonstrates the emphasis on durability and practicality required for industrial structures built to meet the increasing needs of the goods transportation and handling industry.

The addition of the Gantry around 1880 is representative of the increased need for the movement of heavy goods being handled at the site. The gantry crane is a testament to the engineering prowess of its time. It was designed and constructed to handle substantial loads, showcasing the ingenuity and innovation that characterized the industrial era. The gantry crane remains in situ and is an example of a largely unchanged model.

The architectural and artistic interest of the Power Hall and Gantry is medium, and the historic interest is high.

Impact on heritage asset

The full impact of the changes on the heritage asset are assessed in the report for Listed Building Consent application 143390/LO/2025.

It was determined that overall, there will be a degree of less than substantial harm caused to the listed building as a result of the proposed works and that the proposed landscaping works would result in a minor change to the Castlefield Conservation Area, but that key views throughout the conservation area will be maintained.

The minor amendment to the siting of the bollards is not considered to materially change the level of harm on the listed building, nor the impact on Castlefield Conservation Area.

Public benefits

There are numerous public benefits to the work. There will be enhanced accessibility through the introduction of level surfaces and tactile paving.

The works will contribute to a high-quality, consistent public realm and landscaping strategy across the site using previously approved materials and detailing, which supports the industrial character of the site through appropriate material choices. This coherent strategy will ensure the long-term viable use of the listed buildings across the site is maintained for the long-term future.

The introduction of the bollards, planters and retained wall shall provide a high level of Hostile Vehicle Mitigation in this area, which currently lacks such measures for a heavily trafficked entrance.

Conclusion

In view of the above, this application is considered acceptable. The works are considered to cause less than substantial harm to the special interest and the historic character of the Grade II listed building, but this harm would be outweighed by the public benefits outlined above.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Condition(s) to be attached to decision for approval

1) The development must be begun not later than 29 August 2028.

Reason - Required to be imposed pursuant to Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents, received by Manchester City Council as the Local Planning Authority on 07 July 2025:

- Site location plan 2913.4-PLA-XX-XX-DR-L-0001-P01
- Proposed General Arrangement Site Clearance Paving and Surfacing 2913.4-PLA-XX-XX-DR-L-1000-P01
- Proposed General Arrangement Site Clearance Furniture and Features 2913.4-PLA-XX-XX-DR-L-4000-P01
- Proposed Pavement and Jointing Plan SIM-BHE-XX-XX-DR-C-2110
- Proposed Gateway Pavement and Jointing Details SIM-BHE-XX-XX-DR-C-2720
- Proposed Vehicle Tracking Lower Byrom Street Gateway Fire Appliance SIM-BHE-XX-XX-DR-C-2755
- Proposed Vehicle Tracking Lower Byrom Street Gateway Refuse Vehicle SIM-BHE-XX-XX-DR-C-2756
- Proposed Drainage Layout Lower Byrom Street Gateway SIM-BHE-XX-XX-DR-C-3110
- Proposed Drainage Details SIM-BHE-XX-XX-DR-C-3710
- Proposed LV and Comms Layout SIM-BHE-XX-XX-DR-C-6110
- Proposed LV and Comms Layout SIM-BHE-XX-XX-DR-C-6710
- Design and Access Statement
- Heritage Impact Assessment
- Electrical Power Layout for Automatic Bollards 0054704-BHE-NW-XX-DR-E-3004 P01

And received by Manchester City Council as the Local Planning Authority on 29 January 2026:

- Proposed General Arrangement plan 2913.4-PLA-XX-XX-DR-L-0002-P04
- Proposed General Arrangement Hardworks 2913.4-PLA-XX-XX-DR-L-1001-P02
- Proposed General Arrangement Softworks 2913.4-PLA-XX-XX-DR-L-2000-P02
- Proposed General Arrangement Levels Plan 2913.4-PLA-XX-XX-DR-L-3001-P02
- Proposed General Arrangement Section Elevations 2913.4-PLA-XX-XX-DR-L-3002-P03
- Proposed General Arrangement Furniture 2913.4-PLA-XX-XX-DR-L-4001-P05
- Proposed Hardworks Details - Surfaces 2913.4-PLA-XX-XX-DR-L-5000-P04
- Proposed Hardworks Details - Edgings 1 of 3 2913.4-PLA-XX-XX-DR-L-5001-P04
- Proposed Hardworks Details - Edgings 2 of 3 2913.4-PLA-XX-XX-DR-L-5002-P04
- Proposed Furniture Details - Bollards 2913.4-PLA-XX-XX-DR-L-7002-P04

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy and saved policies DC18 and DC19.

3) The bollard specification shall be carried out in accordance with the following:

- 2913.4-PLA-XX-XX-DR-L-4001 P05
- 2913.4-PLA-XX-XX-DR-L-7002 P04

The above information submitted has been considered and is acceptable. The development shall now be carried out in accordance with the above.

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.

4) The interface between the cobbles and the bollards shall be carried out in accordance with the following:

- 2913.4-PLA-XX-XX-DR-L-7002 P04

The above information submitted has been considered and is acceptable. The development shall now be carried out in accordance with the above.

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.

5) The timber tiered retaining wall shall be carried out in accordance with the following, as approved under CDN/25/0869:

- 2913.4-PLA-XX-XX-DR-L-5003 P03

The above information submitted has been considered and is acceptable. The development shall now be carried out in accordance with the above.

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.

6) Notwithstanding the details as set out in condition 2 above, prior to the commencement of any works, samples of all proposed materials 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 a part of the development.

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.

7) Jointing details, final pattern details, and details of the finishes to the sandstone flag works, granite set works and tactile paving works, shall be carried out in accordance with the following:

- Proposed Hardworks Details - Surfaces 2913.4-PLA-XX-XX-DR-L-5000-P04
- Proposed Hardworks Details - Edgings 1 of 3 2913.4-PLA-XX-XX-DR-L-5001-P04

- Proposed Hardworks Details - Edgings 2 of 3 2913.4-PLA-XX-XX-DR-L-5002-P04

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.

Appendix 1 – List of consultees & neighbours notified

Heritage & Urban Design

EE PICO CELL (1592366), Communication Station Outside Museum Of Science And Industry,
Liverpool Road, Manchester, M3 4FP

Unit 3, 73 - 83 Liverpool Road, Manchester, M3 4AQ

Unit 2, 73 - 83 Liverpool Road, Manchester, M3 4AQ

26 Rozel Square, Manchester, M3 4FQ

36 Rozel Square, Manchester, M3 4FQ

34 Rozel Square, Manchester, M3 4FQ

32 Rozel Square, Manchester, M3 4FQ

30 Rozel Square, Manchester, M3 4FQ

28 Rozel Square, Manchester, M3 4FQ

Appendix 2 – Planning constraints

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

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

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Conservation Area - Castlefield Conservation Area 1979

Area Team Boundary - Name: CENTRAL