MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	144911/LO/2026
Date registered valid:	9 January 2026
Proposal:	Listed Building Consent for the installation of a metal balustrade and gate.
Address:	1830 Station 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: 02 March 2026

Application Details

Type of application: Listed Building Consent

Development type: Listed building alteration

Date of site visit: 3 February 2026

Standard consultations:
Printed: 15 January 2026 Expired: 5 February 2026

Neighbour notifications
Printed: 15 January 2026 Expired: 5 February 2026

Site notice
Posted: 3 February 2026 Expired: 24 February 2026

Press advert
Published: 20 January 2026 Expired: 10 February 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 Listed Building Consent is focused on the 1830 Station.

The Liverpool Road Station Complex is the oldest part of the site, and comprises the 1830 Station (including the Station Masters House), the 1830 Warehouse, and the 1830 Viaduct. The 1830 Station itself comprises three buildings: The Station Master's House; the Passenger Station; the Carrier's Offices, Carriage Shed and Shops.

The Station Master's House is a late Georgian three-storey corner house (with basement) with the principal elevation on Liverpool Road. The symmetrical front façade has three bays while the Water Street façade has 2 bays.

It is trapezoidal in plan with an oblique corner and a one-bay extension to the rear, where there is a service yard. It has a pitched and gable slate roof, with three chimney stacks. The main façade is dominated by the front door, positioned between stone Doric pilasters and the large sash windows.

The extension to the rear almost abuts the 1830 viaduct at first floor level. A modern fire escape access the rear of the house at second floor level. At ground floor level there are heavy timber double gates from Water Street into the service yard with the back door and access to the arches of the viaduct

This application is specifically concerned with a red brick low level masonry wall, positioned to the rear (offset) off the Grade I listed Station Master's House, at the western end of the 1830s Viaduct within the Station Approach area. As the Station Master's House and the Viaduct platform occupy different levels, the wall serves as an edge-protection measure to the Station Approach, preventing users from falling into the void between the two structures.

Description of Development

The proposal seeks Listed Building Consent for the installation of a metal balustrade and gate.

Related Applications

144910/FO/2026 - Installation of a metal balustrade and gate.
To be approved alongside this application.

Consultations & Notification Responses

Historic England (North West) - Were consulted but did not offer advice in this case.

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

- 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

<u>Issues</u>

Principle of Development

The existing 1.16 m high parapet provides insufficient edge protection. It is proposed to increase the overall height to 1.8 m by adding a balustrade fixed to the top of the parapet to improve safety for all users.

On this basis, the principle of development is accepted, subject to being compliant with the following material planning considerations.

Heritage

<u>Assessment of Significance</u>

The existing brick wall - currently used as an edge protection measure to a void between the two levels - is non-original in its current form.

While retaining its historic general character and materiality, the wall forms part of a secondary, utilitarian elevation of the Station Master’s House. This area of the building is architecturally understated, lacking notable detailing, and makes only a modest contribution to the overall significance of the Grade I listed structure.

Historic images indicate that the wall was historically around twice its current height and has been altered over time. In its present form, it holds only limited heritage value and contributes modestly to the functional separation between the former viaduct platform and the rear yard.

Overall, while this area retains general historic character due to materials and position, its contribution to the significance of the Grade I building is limited.

No key architectural features or elements of high sensitivity are present in the area affected by the proposed works.

Impact on Heritage

The design directly reflects the approved full-height balustrades used elsewhere on the Station Approach, ensuring coherence with the wider public realm design language.

Sample of proposed balustrade

The works occur on a visually recessive, utilitarian elevation and will not intrude upon or compete with the more significant frontages or key experiential routes around the listed building.

The black PPC finish and slender verticals ensure a neutral and in-keeping visual presence

Fixings to the balustrade will be made into mortar joints, minimising damage to the existing brickwork and ensuring full reversibility.

There will be no harm to the ability to understand or appreciate the architectural interest, plan form, or historical evolution of the Station Master’s House. Key views and the building’s principal elevations remain entirely unaffected.

Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires that special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The proposal will have a very minor impact in the setting of special architectural or historic interest.

There will be a very low level of less than substantial harm caused by these works being carried out. This less than substantial harm will be outweighed against the public benefits identified below, therefore meaning that the proposed development is in line with the provisions outlined in Paragraph 215 of the NPPF.

Public Benefits

The proposals will prevent users, particularly children who make up a substantial proportion of the visitors to site, from climbing over the wall.

The introduction of this edge protection is considered to bring a significant public benefit by ensuring the safety of members of the public who visit the site.

Conclusion

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

The proposal is therefore in accordance with Places for Everyone Plan policies JP-Strat2, JP-P1, and JP-P2, Manchester Core Strategy policies CC9, EN1, EN3, DM1 and SP1, Saved Unitary Development Plan for Manchester polices DC18 and DC19, section 16 of the NPPF, and Planning (Listed Buildings and Conservation Areas) Act 1990.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights

conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Condition(s) to be attached to decision for approval

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents, received by Manchester City Council as the Local Planning Authority on 09 January 2026:

- Proposed Location Plan 9488 - SA (01) 100 (P1)
- Proposed General Arrangement 2913-PLA-XX-XX-DR-L-0011 (P01)
- Proposed Station Approach - Furniture Details F6.2 Wall Top Balustrade 2913-PLA-XX-XX-DR-L-7106 P02
- Station Approach Balustrades - Design and Access Statement 2913.1-ID-027-02
- Heritage Impact Assessment 9488-BUT-XX-XX-RP-H-00001

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 metal balustrade and gate shall be carried out in accordance with the sample reviewed on site by the City Council as the Local Authority, a picture of which is shown on page 7 of 'Station Approach Balustrades - Design and Access Statement 2913.1-ID-027-02'.

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
Historic England (North West)

48 Liverpool Road, Manchester, M3 4EQ
Arch 124, Woollam Place, Manchester, M3 4JN
133F Liverpool Road, Manchester, M3 4JN
133C Liverpool Road, Manchester, M3 4JN
131F Liverpool Road, Manchester, M3 4JN
133E Liverpool Road, Manchester, M3 4JN
133D Liverpool Road, Manchester, M3 4JN
133B Liverpool Road, Manchester, M3 4JN
133A Liverpool Road, Manchester, M3 4JN
131E Liverpool Road, Manchester, M3 4JN
131D Liverpool Road, Manchester, M3 4JN
131C Liverpool Road, Manchester, M3 4JN
131B Liverpool Road, Manchester, M3 4JN
131A Liverpool Road, Manchester, M3 4JN

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