

# THE SCIENCE ACADEMY

Heritage Significance and Impact Statement

**SCIENCE+**  
**INDUSTRY**  
**MUSEUM**

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# 1 INTRODUCTION

This statement has been prepared in the context of relevant national and local heritage planning policy. In particular, the statement is presented to accord with the national policy requirement of NPPF paragraph 128, to describe the significance of the affected heritage assets and the consequent impact of the proposal.

## 1.1 OVERVIEW OF PROPOSAL

The proposal will improve the Station Building's facilities, with a new kitchen, small reception area, two classrooms and improved accessibility, including an accessible WC. It will provide a high quality design, with refurbishment work that is sympathetic to the Grade I listed structure.

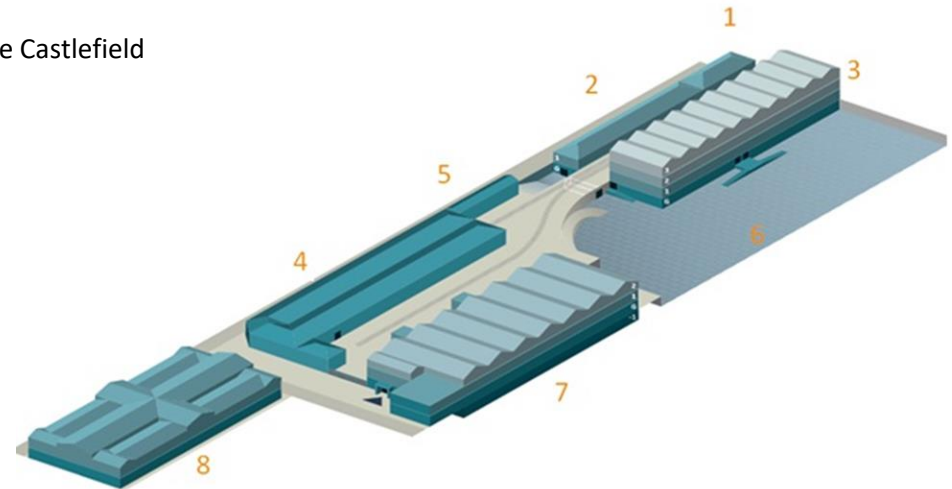
## 1.2 LOCATION

The site area is contained within the 1830 Station at platform level comprising part of Science and Industry Museum, Liverpool Road, Manchester.

## 1.3 LISTING STATUS AND DESIGNATIONS

The building(s) are **GRADE I LISTED** (see list description appendix A)

The building sits within the Castlefield Conservation Area.



| Historic name/use                             | Built     | Grade |
|-----------------------------------------------|-----------|-------|
| 1. Station Master's House                     | 1808      | I     |
| 2. Station Buildings                          | 1830-1    | I     |
| 3. 1830's warehouse                           | 1830      | I     |
| 4. Power Hall (Shipping Shed)                 | c.1855    | II    |
| 5. Goods Offices                              | c.1860-65 | II    |
| 6. Colonnade Railway viaduct                  | 1867      | II    |
| 7. Great Western Warehouse                    | 1880      | II    |
| 8. Lower Campsfield Market (Air & Space Hall) | c.1880    | II    |

## 2 UNDERSTANDING THE HERITAGE ASSET

### 2.1 GENERAL OVERVIEW

The Liverpool Road Station site, within the Museum of Science and Industry, Manchester, occupies the space between Lower Byrom Street and Water Street, with Liverpool Road as its main façade and southern boundary. The site was developed from the early nineteenth century, starting with housing at the eastern end of the site, later demolished, and then a single house at the south-western end of the site, now the Station Master's House. The site was chosen as the Manchester terminus of the Liverpool and Manchester Railway, and three of the existing structures were built for this purpose; the Passenger Station, the 1830 Viaduct, and the 1830 Warehouse. The Station Building, Station Master's House and 1830 Warehouse are listed Grade I in recognition of their status as the oldest surviving railway passenger station and the first railway warehouse. The site developed from a passenger and goods station to solely a goods station, and many other structures were built as the site expanded.

### 2.2 SITE DEVELOPMENT AND MAP REGRESSION

Historic maps (Appendix B) show that the first development within the Liverpool Road Station site (and within the site area for this study) was the construction of a house which was extant prior to 1808 (now known as the Station Master's House). This was prior to the railway development and was the house built for John Rothwell, partner in the nearby Rothwell & Harrison dyeworks.

Following this date the street pattern became more established and further development occurred along Liverpool Road and around the adjacent canal basin. The site bound by Liverpool Road, Lower Byrom Street and Charles Street remained unbuilt and proved to be an ideal location for the Manchester terminus of the Liverpool to Manchester Railway. The next phase of development on the site itself therefore occurred in 1830 with the construction of the Liverpool to Manchester Railway, Liverpool Road Station Buildings and the 1830 Warehouse.

### 2.3 HISTORICAL OVERVIEW OF THE LIVERPOOL ROAD STATION SITE

#### 2.3.1 1830-1831

The route of the Liverpool to Manchester railway and its termination into Manchester was established in principal by the 1826 Bill

and officially opened on 15th September 1830. The formation of the Manchester terminus involved the construction of Stephenson's Bridge, a stone bridge crossing the River Irwell (separately listed Grade I), a brick viaduct which connected the river crossing into the terminus (1830 viaduct Grade II) and adjoining bridge structure over Water Street into terminus buildings which were initially the Liverpool Road Passenger Station (Grade I) and the 1830 Warehouse (Grade I).



*Figure 1 The 1830 Station c. 1895*

The house at the corner of Liverpool Road and Water Street was encompassed into the station buildings and became accommodation for the Station Agent. Other structures were also constructed as part of the opening in 1830 including a ramp to access a roadway which crossed the River Irwell over the stone

bridge adjacent to the railway track (as required by the Old Quay Company) and a water tower both of which can be seen in the early illustrations of the station.

Further construction on the station site followed rapidly. Two carrier's offices were added to the Station Buildings in 1830 and by 1831 there were two further warehouses for cotton, a transit shed and further additions to the booking office section of the Liverpool Road station buildings for carriages at track level and shops / offices below.

The early phase is also thought to have included a basic arrivals station 'consisting of an unpaved platform linked to Water Street by a carriage ramp' which was gradually improved over the following years and then rebuilt and enlarged in 1837. By 1837 the station site was also being built out to Charles Street (now Grape Street) with a further warehouse to the north east corner of the site. C.1838 a connecting rail bridge structure was constructed between the 1830 Warehouse and the cotton warehouse to the north. This required a larger opening to the north elevation of the 1830 Warehouse which is evident today.

### **2.3.2 1840s-1880s**

The 1840s saw a massive expansion in the rail network across the country, referred to as 'railway mania' and encouraged by the

success of the Liverpool to Manchester Railway. C.1845 the railway network in Manchester dramatically expanded with the construction of the Castlefield MSJ&AR viaduct and the Middlewood L&MR viaduct and associated new stations. This expansion moved the passengers away from Liverpool Road station which then became used exclusively for goods.

Further development then occurred on the station site for goods use. In 1855 the transit shed (now known as the Power Hall) was rebuilt and significantly enlarged expanding the site up to Lower Byrom Street. Then in 1866 a major fire led to comprehensive redevelopment of the eastern end of the site. Both cotton warehouses were demolished and the L&NWR built a second viaduct to the north of the 1830 viaduct which included the construction of an additional railway bridge and viaduct structures across the River Irwell and Water Street to bring goods into a new secure bonded warehouse (The Grape Street Bonded Warehouse). The new structures to the west of Water Street encompassed the earlier arrivals station structure.

At this time there were also works to the section of the 1830 viaduct between Water Street and the River Irwell including widening the viaduct and construction of an animal ramp to bring livestock down to the adjacent pig market and abattoirs.

In 1869 the Grape Street Bonded Warehouse was completed abutting the new viaduct. Then in 1880 this viaduct was extended to the south (forming what is now known as the Colonnaded Viaduct or Pineapple Line) to bring lines into another new warehouse, the Lower Byrom Street warehouse.

### **2.3.3 1880s-1975**

The site remained in use as a goods depot until c.1975. Some changes occurred during this time including the reconstruction in 1905 of the Water Street Bridge connecting the 1830 viaduct to the station buildings and construction of additional warehouse structures adjacent to the Grape Street Bonded Warehouse.

In 1975 the station closed and was transferred firstly to Manchester Council and then to the Museum of Science and Industry for museum use.

## **2.4 THE PROPOSAL SITE HISTORY – 1830 STATION**

As with the provision of goods warehousing L&MR were pioneering in their provision of the first passenger rail service and there was no model or template for what should be provided at the terminus or who should be responsible for the facilities. L&MR looked to the existing stagecoach canal operators and there is evidence that discussions were carried

out with Henry Charles Lacy, a Manchester stagecoach operator and owner of a coaching inn on Market Street however those discussions were not taken any further forward.

#### **2.4.1 The Coach Offices (booking and waiting rooms)**

There is no documentary evidence for how the facilities for the Coach Offices were ultimately planned and no evidence that a separate contract was advertised. However, there are a number of newspaper articles that record the progress of construction of the passenger station. These articles record that construction began in June 1830 and that the first storey was completed within a month. From the timing of construction it could be assumed that David Bellhouse Jnr., undertook the contract as there are records that he went on to build the adjacent carrier's offices in 1831.

The Coach Offices consisted of two booking halls at street level, one for first-class passengers and the other for second-class passengers and two corresponding waiting rooms on the first floor at rail level accessed by separate staircases. At platform level doors open onto the platform from each waiting room. Initially the space at platform level was left uncovered; a roof was added in 1834. The Coach Offices were intended for departures only, with arrivals descending from the other

side of the track until a separate arrivals station was built on the west side of Water Street in 1837.

#### **2.4.2 Station Master's House**

The earlier house on the corner of Water Street and Liverpool Road became the Station Master's House and the new passenger station continued the main façade along Liverpool Road but differentiated with the use of stucco to ground and first floors. The building was then extended eastwards in two stages. Even before the opening, the Liverpool & Manchester Railway Company realised that additional facilities were required. In July 1830, David Bellhouse Jnr., won the contract to build carrier's offices next to the Coach Offices and had already laid the foundations. The carrier's offices formed a continuation of the Coach Offices and consisted of two ground floor rooms which acted as a parcel reception and collection office and an office for the goods clerks. Access to rail level seems to have been via the second-class booking office staircase.

#### **2.4.3 1831 Extension**

The range was extended further eastwards in 1831 with the addition of eight shop units. The basement areas were available to the shop tenants for storage (and presumably had their own access), the ground floor areas rented as shops and the first floor, at track level, kept separate. The first floor façade to

the shops and carrier's offices concealed a canopied open space that was used as a carriage shed, having a capacity of twenty railway carriages.

The eight shop units continued the line of the façade with stucco to the ground floor only and smaller windows and doors and some basement lights. By 1837 the carrier's offices had become the booking office and waiting room for the Grand Junction Railway and by 1840 the Railway Company had taken over most of the shops for use as offices and workshops.

When passenger services terminated in 1844 the building was used for goods offices and internal alterations are likely to have been carried out.

#### **2.4.4 The Station at track level**

The covered area of the building at track formed a shed for twenty rail carriages. From 1840, the Railway Company began to use the shop units as workshops. The 1850 map documents that the two rail lines were still in place at this time and showed the area under the canopy as a store. The area under the canopy appears to have been partially enclosed with a brick wall by 1881, and fully enclosed by 1913. This enclosed area was in use as a canteen in 1948.



Figure 2 The late 19<sup>th</sup> century 'canteen' block c.1979

## 2.4.5 Renovation for Museum use (1975-2000s)

### 2.4.5.1 1975-1983

When Liverpool Road Station closed as a goods station in 1975 the buildings were in a neglected state. Greater Manchester Council (GMC) carried out a detailed survey of Liverpool Road Station to assess the extent of repairs required and the likely costs for conversion to museum use. The survey revealed the urgent need for repairs to the Passenger Station and the Council agreed to contribute towards the cost of such repairs. Interest from local groups grew and momentum gained with the desire to ensure that the Station was a major focal point in the 150th anniversary celebrations in 1980. GMC invested in relaying the track between the Station and the operational main line to allow the 1980 Great Railway Exposition to bring

locomotives back to the Station. Thomas Worthington & Sons were appointed as the architect for this phase of works. The track works revealed the survival of rail turntables, which had to be removed to allow tracks to be connected by points, as did the surviving capstans. Two of the capstans were retained for preservation as artefacts.

Following the Great Railway Exposition, the first phase of restoration works resumed. Initially this focussed on the Shipping Shed (Power Hall), the Station Master's House and the original Coach Offices but not the remainder of the passenger Station. The Station Master's House was renovated as offices for Museum staff and the booking halls and waiting rooms of the Passenger Station were to be exhibition space. Both buildings had been altered over the years to accommodate new uses and the scheme involved restoring them largely to their original configurations.

The Station Master's House had become a shop during the inter-war period and ground floor frontages had been altered to incorporate standard shop windows. The alterations to the Coach Offices included the removal of the staircase linking the second-class booking hall and waiting room, the replacement of the second-class waiting room door by a window and partitioning for office use. With the exception of the staircase these

alterations were reversed. The first phase of restoration culminated in the opening of the Museum on 15th September 1983. The only buildings initially open to the public were the Power Hall and the Passenger Station, which contained a recreated first class booking hall and an exhibition about the Liverpool & Manchester Railway in the adjacent second class booking hall.

### 2.4.5.2 1986 Reconstruction

Greater Manchester Council transferred capital funds to the Museum Trust who then undertook further phases of restoration. The next priority, in 1986-87, was the rebuilding of the former parcel offices, shops and carriage shed built as an extension to the Passenger Station in 1830-31. Rebuilding rather than restoration was needed because the foundations were unsound, which had already caused the building to lean towards Liverpool Road and required the façade to be propped. The rebuilding approach was to restore the exterior to its 1831 form. As much fabric as possible was salvaged and reused, but it appears from the photographs before and after that the reconstruction was not precisely 'like for like'. As the basement and ground floor were to be used for two new galleries, the building was modified internally by extending the basement to the full footprint and inserting doorways in the internal walls to allow an east-west visitor flow. In addition,

some of the viaduct arches were opened to the frontage buildings to provide staircases between the basement and ground floor. The late 19<sup>th</sup> century 'canteen' under the canopy was removed and replaced with a glass-walled design studio which remains today.



*Figure 3 The Station Building c.1985 showing the extent of the reconstruction*

### 3 STATEMENT OF SIGNIFICANCE

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An assessment of significance is a requirement for any planning application that affects a heritage asset. This section of the report provides an assessment of the heritage significance of the 'Station Buildings' along Liverpool Road. The assessment has been carried out with reference to the heritage values defined in the Historic England (English Heritage) document; '*Conservation Principles, Policies and Guidelines*' which can be summarised as follows;

- Evidential Value: the potential for a place to yield evidence about past human activity (i.e. archaeological interest). (*Paragraph 35-38*)
- Historical Value: the ways in which past people, events and aspects of life are connected through a place. (*Paragraph 39-45*)
- Aesthetic Value: the ways in which people draw sensory and intellectual stimulation from a place (i.e. architectural and artistic interest). (*Paragraph 46-53*)
- Communal Value: the meanings of a place for the people that relate to it (*Paragraph 54-60*).

A statement of significance follows using the following 'grades' of significance;

- Exceptional: the elements of the heritage assets which are of exceptional value (typically equivalent to Grade I).
- High: the elements of the heritage asset which are of high value (typically equivalent to Grade II\*).
- Considerable: the elements of the heritage asset which are of moderate value (typically equivalent to Grade II).
- Some: the elements of the heritage asset which are of some value (typically equivalent to local listing status).
- Neutral: the elements of the heritage asset which have neutral value.
- Negative: the elements of the heritage asset which have a negative impact or are visually intrusive.
- Undefined: any elements which could be of heritage value but have yet to be determined due to lack of available information.

The Station Buildings are of 'exceptional' heritage significance due to the importance of the L&MR as the world's first inter-city passenger railway, its influence on railway development world-wide and the presence of

additional phases and alterations which demonstrate how the complex expanded and adapted to meet the growing demand. The English Heritage Designation Guide for Transport Buildings describes three phases of railway building. The 1830 Complex sits within the first phase of 'new building types, invented specifically for the railways'. The guide goes on to state that most purpose-built railway structures pre-1840 will be of international significance as being among the earliest railway structures in the world.

#### 3.1 EVIDENTIAL VALUE

The physical survival of the only surviving original passenger station, the Liverpool Road Coach Offices and Carrier Offices hold exceptional evidential value demonstrating the origins of the pioneering phase of railway development. Later phases of alterations also provide important evidential value demonstrating how the station buildings adapted through the industrial revolution. As well as holding exceptional evidential value in their own right, the grouping of the buildings reinforces this value.

#### 3.2 HISTORICAL VALUE

The station buildings provide exceptional historical value due to its status as the earliest surviving passenger terminus in the world and providing the terminus for the first inter-city

passenger train in 1830. The illustrative value of the site is exceptional; having no direct model or template the pioneering site took its cues from passenger and goods facilities provided by the canal and stagecoach operators adapting them to rail use. It then provided the prototype for following phases of railway development where the 'model' it generated was further adapted for the growing railway demand. The historic value is enhanced by its association with the pioneer railway engineer George Stephenson and key figures in the history of Manchester such as Bellhouse Jr.

### 3.3 AESTHETIC VALUE

The buildings use a restrained language which was related both to their function but also their location. The buildings today make a dramatic and positive contribution to the character of the streetscape and form a crucial part of the character of the Castlefield Conservation Area.

### 3.4 COMMUNAL VALUE

The running of the first inter-city passenger train has a strong claim to being the event that marked the birth of the modern world. As a cheaper and faster form of transport than the stagecoach or mail coach, the railways made travel accessible to more people. Railways then fostered the suburban

development of towns and cities, as they made it possible for the middle classes to commute to work. The social value of the site today remains highly significant as it is a site which is highly valued by the wider community.

### 3.5 OVERALL SIGNIFICANCE

Significance of the structures making up the station buildings has been affected in the past by wholesale rebuilding (particularly to the 1831 shops and carriage shed), however, the Station Master's House and First Class Booking Hall are the original construction with a remodelled interior. Even as a rebuild the

Coach Offices, Carriers Offices and Shops were still reconstructed generally in a like for like nature putting the buildings at the highest level of significance - 'exceptional'.

Although the overall significance of the building is exceptional, the project area is a reconstructed area and a space that had been extensively refurbished in the 1980s in unsympathetic ways. The sense of space, roof trusses, the external walls and sash windows are all of high significance. The 1980s core of breeze block walls are considered an intrusive and harmful addition whereas the glass elevation is considered neutral.

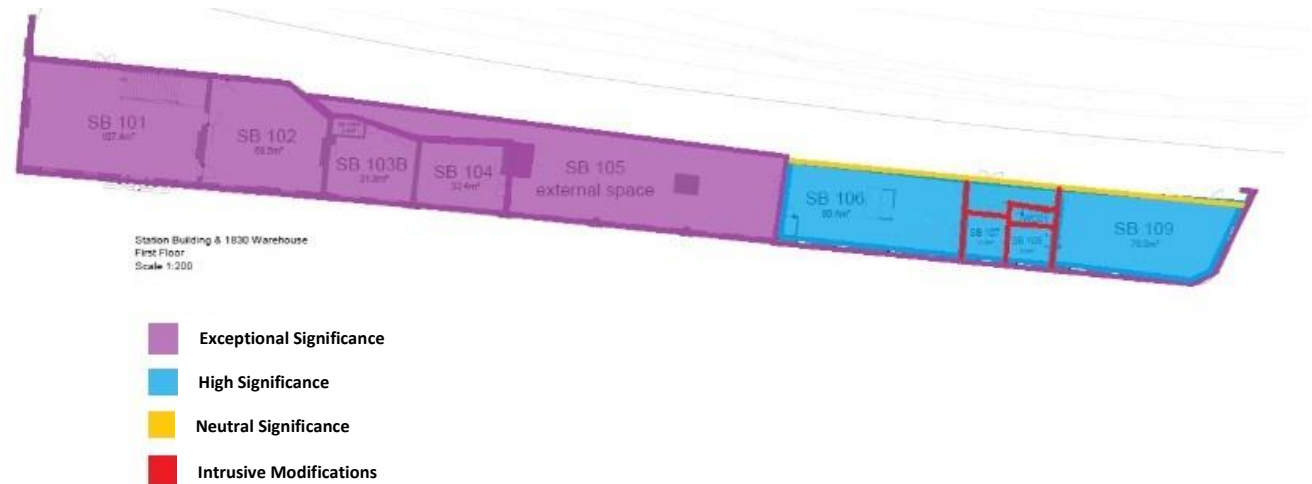


Figure 4 Heritage Significance plan of the building.

## 4 HERITAGE IMPACT

### 4.1 KEY SIGHTLINES

The glass academy forms a key sightline along the station platform between the 1830 Station and 1830 Warehouse. The building's façade will be unaltered (with only some minor repairs untaken as required) and the removal of the breeze block walls and current flooring treatment will have a minor beneficial impact upon the significance.



### 4.2 SUMMARY OF IMPACT

Interventions have been targeted in areas harmed by intrusive interventions and the proposal will bring significance benefits by

removing the existing breeze block walls. Additionally the proposal will remove concrete lintels in chimney stacks and refill any redundant M&E openings, these localised repairs will be done in brick and mortar to match the existing and restore the 'original' chimney breasts. Localised brick repairs will also be undertaken across the building, removing and infilling the many screws and fixings in the walls that are no longer used.



Due to the nature of the proposed use as classrooms and teaching spaces, it is proposed the floor is fitted with a new carpet, in a neutral dark grey to complement the existing building fabric. It was felt the scratches to the floor and noise generated from a hard floor meant these rooms would be best carpeted.

Overall the proposal will bring benefits to the significance of the asset by removing inappropriate previous work and using

materials and colours that work in the historic space.

Finally, the proposals cause no harm to such an important heritage asset and all works are sympathetic to the existing building fabric. The works will allow the re-use of a currently empty space and help to maintain the historic building through its continued use into the future.

| Proposal                                                                                                       | Significance of element | Heritage Impact   | Comment                                                                                                                                                                                                                               |
|----------------------------------------------------------------------------------------------------------------|-------------------------|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Removal of 1980s breeze block walls                                                                            | Intrusive               | Highly Beneficial |                                                                                                                                                                                                                                       |
| Installation of stud walls                                                                                     | -                       | Neutral           | The walls although subdividing the space offer an enhancement on the breeze block walls. The space has been sub-divided historically by 1900 when the wagon store was converted into a canteen so this continues this pattern of use. |
| Removal of concrete lintels in chimney stacks and localised brick repair                                       | High                    | Beneficial        | The removal of the existing walls allows an appropriate brick repair to the 'original' chimney breast                                                                                                                                 |
| Brick infill repairs to the chimney stack to cover redundant M&E openings (following a survey of the chimneys) | High                    | Beneficial        | Brickwork to match existing                                                                                                                                                                                                           |
| Replacement of kitchen and sanitary fittings                                                                   | Neutral                 | Neutral           |                                                                                                                                                                                                                                       |
| Signage                                                                                                        | Neutral                 | Neutral           | Signage to be kept clear of the façade to not harm the key sightlines                                                                                                                                                                 |
|                                                                                                                |                         |                   |                                                                                                                                                                                                                                       |

|                         |         |            |                                                                                                                                                                                                                                                                                       |
|-------------------------|---------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Lighting                | Neutral | Neutral    | Lighting is slim and unobtrusive. The lighting will also incorporate emergency lighting which will mean the separate fixed twin spots currently fitted on the roof trusses can be removed.                                                                                            |
| M&E                     | Neutral | Neutral    | By removing a number of high level glass panels, that cannot be seen elevationally and installing louvres, this will allow cross ventilation is beneficial to the buildings sustainability.                                                                                           |
| Cabling rationalisation | High    | Beneficial | The rooms suffer from an incoherent and poorly planned cable run which are often fixed to the beams. During the works any redundant cables will be removed. Any new cables will be concealed within voids or hidden from view where possible and within a steel conduit when on show. |

## 5 REFERENCES

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English Heritage (2011). **Designation Listing Selection Guide: Transport Buildings.** Swindon: English Heritage.

Fitzgerald, R.S. (1980). **Liverpool Road Station, Manchester: An historical and architectural survey.** Manchester: Manchester University Press.

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## 6 APPENDICES

### 6.1 APPENDIX A – LIST DESCRIPTION

List Title - FORMER LIVERPOOL ROAD  
RAILWAY STATION STATION MASTERS HOUSE

List Entry Number – 1291477

MANCHESTER

*SJ8297 LIVERPOOL ROAD 698-1/18/213 (North side) 18/12/63 Former Liverpool Road Railway Station, and Station Master's House*  
GV I

*Also known as: Museum of Science and Industry, Liverpool Road Station LOWER BYROM STREET. Passenger railway station at terminus of Liverpool and Manchester Railway, now part of museum complex. 1830, by George Stephenson for the Liverpool and Manchester Railway Company, with attached house of 1808, formerly occupied by station agent; altered. Red brick, the booking offices faced with sandstone ashlar and stucco; hipped slate roofs. Rectangular plan parallel to street, with house to left and added range of former shops to right. Classical style. The BOOKING OFFICES, which back onto an embankment carrying the railway line at 1st floor level to the rear, have a 2-storey 4-bay*

*facade (2:1:2:1 windows), symmetrical except for the 4th bay, with channelled rustication to the ground floor, panelled pilasters to the upper floor, a moulded cornice and high parapet with cornice and blocking course. The 2nd bay (the centre of the symmetrical portion, containing the entrance to the 1st Class booking hall) breaks forward slightly, has a large square-headed doorway with an architrave of coupled pilasters, moulded cornice and blocking course surmounted by a vase-pedestal sundial, and a recessed panelled door with rectangular overlight; and at 1st floor a tripartite sashed window with a cornice. The flanking bays have 15-pane sashed windows at ground floor flanked by wide segmental-headed tripartite sashed windows with glazing bars, and 12-pane sashes at 1st floor with moulded architraves. The 4th bay, containing the entrance to the 2nd Class booking hall, has a doorway at ground floor similar to the other but with single pilasters, and a 12-pane sash above like the others. Interior: separate booking halls and staircases leading to platform. Rear: 2 doorways to the platform with moulded stone surrounds, a tripartite sashed window to the left of the 1st Class doorway and a one-light sash to the left of the other. To the east, an added hipped-roof platform canopy on slender iron columns (C20 offices with glazed screen wall inserted under this roof). The former HOUSE to the left of the booking offices, 3*

*storeys and 3 bays to the same height, symmetrical, has a doorway with pedimented stone architrave, sashed windows of 16 panes at ground and 1st floors and 12 panes at 2nd floor, all with raised sills and flat-arched heads, and modillioned eaves; and a double-splayed left corner to the return wall, with sashed and blind windows. To the right of the booking offices is a long 9-bay range, recently rebuilt or restored, formerly with shops at ground floor and a train shed above, which is stuccoed at ground floor, has coupled pilasters, 1st-floor sill-band, moulded cornice and high brick parapet (carried across from the booking offices), and most bays with symmetrical openings including a round-headed doorway at ground floor flanked by windows in segmental-headed blank arches, and 2 windows above. HISTORY: oldest surviving passenger railway station in the world; ceased to handle passenger traffic in 1844 (when Hunt's Bank station was opened, now Victoria Station, q.v.), but continued in use as goods station until 1975. Forms group with Old Warehouse on opposite side of railway track (q.v.).  
Listing NGR: SJ8295297867*

## 6.2 APPENDIX B – MAP REGRESSION

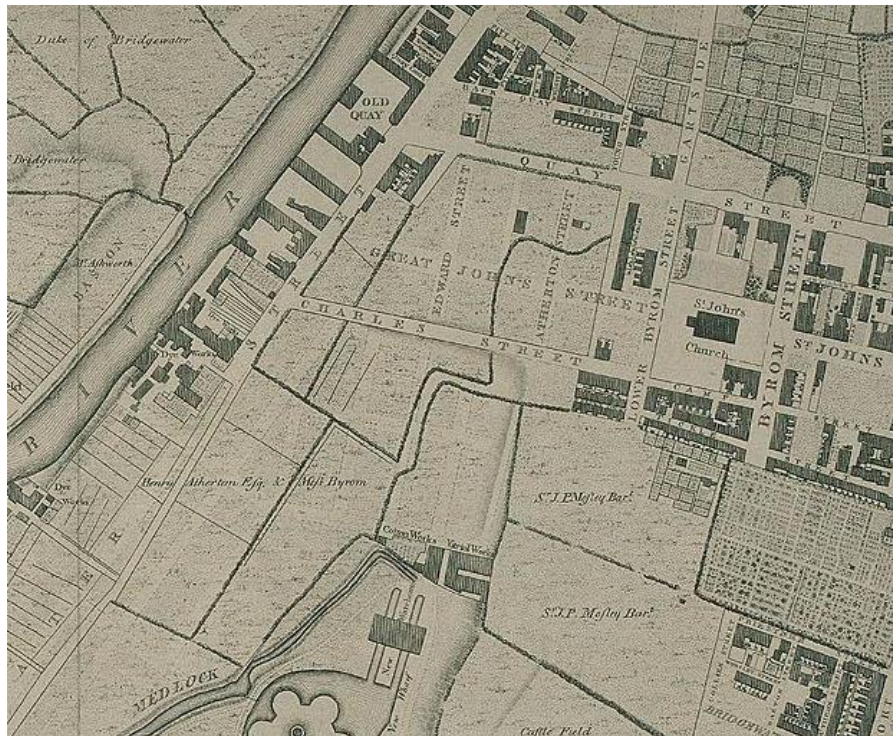


Figure 5 Extract from William Green's map of 1787-94 showing no buildings on the site



Figure 6 Extract from Pigot's Map of 1808 showing the Station Master's House but the empty plot for the railway



Figure 7 Extract from Bank's Map of 1831 showing the constructed 1830 Station