

06 December 2021

David Brettell
Planning Department
Manchester City Council
Town Hall
Manchester
M60 2LA

Dear David

Station Building, Science and Industry Museum: Planning Permission for minor alterations to façade and Listed Building Consent for refurbishment of services, and teaching spaces, including external façade.

Please find enclosed an application for Planning Permission for minor alterations to the façade and Listed Building Consent for refurbishment of services, and teaching spaces including external façade, the Science and Industry Museum's Station Building.

1 Background and Significance

The proposals are within the historic Liverpool Road Station. The Liverpool Road Station is a Grade I Listed building within the Science & Industry Museum complex. The Science and Industry Museum is located to the north-west of central Manchester, to the east of the River Irwell and within the Castlefield Conservation Area.

Opening in September 1830, Liverpool Road Station is the oldest passenger rail terminal in the world and linked trains between the industrial cities of Liverpool and Manchester. The station functioned as a passenger and freight terminal until it closed for public use in May 1844. The Grade I listed building is of a late Georgian style and is now under ownership of the Science Museum Group.

The Passenger Station comprised the first and second class booking offices on street-level as well as separate waiting rooms which were accessed by separate staircases on first floor (platform) level. When passenger services terminated in 1844, the building was used for goods offices. In the early twentieth century, the ground floor, including the façade, was converted for shop use. Following its closure in 1976, the Station Building fell into disrepair.

The Station Building was restored for museum usage and underwent an extensive period of rebuilding 1986-87. The existing carriage shed and shops towards the east of the First Class Booking Hall were deconstructed down to lower ground level and rebuilt due to unsound foundations and the building leaning towards Liverpool Road. The First Class Booking Hall towards the west was retained and restored

Deloitte LLP is a limited liability partnership registered in England and Wales with registered number OC303675 and its registered office at 1 New Street Square, London, EC4A 3HQ, United Kingdom.

Deloitte LLP is the United Kingdom affiliate of Deloitte NSE LLP, a member firm of Deloitte Touche Tohmatsu Limited, a UK private company limited by guarantee ("DTTL"). DTTL and each of its member firms are legally separate and independent entities. DTTL and Deloitte NSE LLP do not provide services to clients. Please see www.deloitte.com/about to learn more about our global network of member firms.

in situ however the staircase to the second class booking hall had been removed prior to 1976. As of January 2019, the building was used as offices, an ancillary function to the complex's main use as a Museum.

The significance of the structures making up the Station Building has been affected by its wholesale rebuilding. 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 and therefore the buildings are regarded as having the highest level of significance - 'exceptional'.

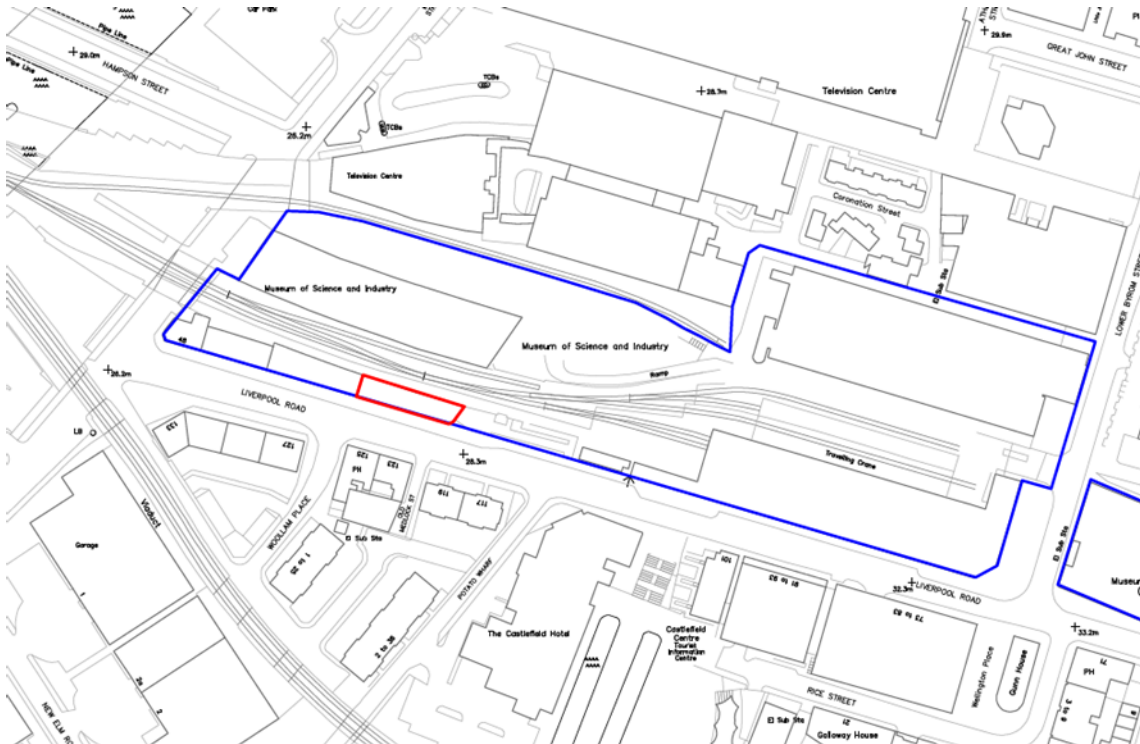
Although the overall significance of the building is exceptional, the proposals are within a reconstructed area and a space that had been extensively refurbished in the 1980s, including some unsympathetic interventions. The sense of space, roof trusses, the external walls and sash windows are all of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

The Science Museum Group have now chosen to develop a hybrid education centre on the premises of the Grade I listed 1830 Station Building. The space is intended to be used as a flexible learning centre for experienced practitioners and professionals, providing accommodation for lectures, training workshops and breakout sessions.

The learning centre will act as a crucial element of the Museum's desire to 'inspire wonder' as well as towards the wider aim of becoming an education hub for STEM-based learning. The proposals are of a high quality design that is both sympathetic to the Grade I structure, whilst also being contemporary and pragmatic.

There is also a need to completely refurbish the mechanical and electrical services throughout the building, due to their current condition and age.

The below red line plan demonstrates where the Station Building is within the SIM complex.



2 Pre-application Engagement

The scope of this application has been discussed and agreed on-site with Manchester City Council as the Local Planning Authority on 15 November 2021.

3 Proposals and Methodology

Following an options appraisal detailed in the accompanying Design & Access Statement prepared by Buttress Architects, the preferred option for the learning space is thought to reflect the best balance between conservation and sympathetic adaptation to the Grade I Listed building, whilst producing a fully accessible learning space for the Museum.

The final outcome was chosen for a number of reasons. Firstly, it encompasses everything required from the client's brief and it is a fully accessible space; existing services can be reconnected to easily, as the new WC's and kitchen areas are in close proximity to the previous.

Further to this, the general layout of the structure evokes a sense of permeable accessibility within the building. The final design intends to create a space that is compliant with building regulations for accessibility but will also have streamlined access and circulation throughout the classrooms. Demolition elements are limited to the 1980s breeze block walls only and WC's are amended to become Part M compliant with the proposed kitchen facilities and lobby having appropriate wheelchair turning circles added.

Planning Permission is sought for:

“Planning Permission for minor alterations to glass façade”

Listed Building Consent is sought for:

“Listed Building Consent for the internal refurbishment of Grade I listed building to create a new learning and teaching space; alternations to glass façade; and complete services refurbishment.”

3.1 Demolition

The breeze block walls are proposed to be removed in order to rectify access issues arising from the modifications to the building in the 1980s, particularly with regard to the central services module.

Demolition plans can be found on page 13 of the Design & Access Statement. The intention is to create a space that is compliant with building regulations for accessibility but also to streamline access and circulation throughout the learning classrooms.

3.2 Ventilation

In order to ventilate the building it is proposed to remove some of the high level glazing added as part of the 1980 refurbishment to the platform elevation and replace these with louvres.

These can be used in conjunction with the existing sash windows to create cross ventilation.

This approach is deemed to be less intrusive than implementing a new mechanical system.

3.3 Services Refurbishment

The existing radiators are to be removed, with the associated pipework retained to serve new radiators that will be installed. These will be low-surface temperature radiators due to the building's proposed use.

The existing boxing out over heating pipes in the East room are to be carefully removed and new low-surface temperature radiators installed concurrent with the rest of the proposal.

The proposed electrical works include those associated with the proposed Science Academy, located on the first floor and further renewal works of the M&E services and equipment across the entire station building. The works are less intrusive visually than the current services and electrics, allowing for this important historical asset to be continued to be used in the future.

Updates to the electrical services, generally, will be carried out in order to improve the functionality, flexibility, controllability, energy efficiency and sustainability of the Station Building. Any existing and retained electrical services are to be protected and re-used where possible.

3.4 Materials

The neutral materials were chosen in order to ensure the buildings historic fabric takes precedence over the newer additions. Materials will be complementary in colour to the existing historic fabric, utilising a subtle colour palette.

The neutral palette of slip resistant flooring in the lobby, kitchen and WC areas is to be used while carpet tiles are to be in the teaching space ('Room 1') with naturally painted stud walls and exposed brickwork.

The original timber flooring is to be used in 'Room Two' to provide an architectural and historical connection with the timbers outside on the platform edge, and to enhance the significance of the asset.

3.5 Protection of Existing Fabric

Although much of the fabric in the vicinity of the works is non-original, protective measures will be installed into the building before any works start on site to minimise any damage to existing fabric. This will include along key routes into and out of the Station Building as set out within the accompanying method statements – 'Science & Industry Museum – Method Statements'.

4 Accordance with Planning Policy

The sole material planning consideration for this application is the impact on the designated Grade I listed Liverpool Road Station and therefore adherence to planning policy regarding the historic environment.

Paragraph 192 of the NPPF (2019) states that *"in determining applications, local planning authorities should take account of:*

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

In regard of the proposed works, interventions have been targeted to fabric which is of no significance, or even detrimental. The removal of the existing breeze block walls will enhance the significance of asset by helping to partially restore the space to its original dimensions.

The east room will be used as the main classroom and so will be left carpeted in order to protect the original timber flooring from being scratched and provide a useable and functioning space for all audiences. Further to this, the room is separated from the historic flooring outside and so this does not have the same visual connection as the west room, meaning the carpet will not detract from the overall significance of the building.

Overall, the proposals will enhance the significance of the Station Building in removing inappropriate blockwork walls and using materials and colours which are complementary to the historic space. The works will also enable the reuse of a currently empty space and help to maintain the historic building through its continued use into the future.

Paragraphs 193-196 place great weight on the conservation of designated heritage assets, emphasising the need to avoid "substantial harm" in terms of demolition, significant alteration, or compromise of the setting unless that harm is clearly justified (via four specific tests) or there are substantial public benefits that outweigh that harm. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits.

A Heritage Assessment has been prepared by Buttress Architects to assess the impact the proposals will have on the Grade I Liverpool Road Station. The Assessment notes that although the overall significance of the asset is exceptional, the project area is a reconstructed area and a space that has been extensively refurbished in the 1980s in unsympathetic ways.

The sense of space, roof trusses, 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 elevational is considered neutral.

The Assessment concludes that the proposals cause no harm to the heritage asset and all works are sympathetic to the existing building fabric and will have an overall beneficial impact.

In accordance with NPPF Paragraph 196 any harm needs to be outweighed by public benefits, including heritage benefits. In this case, these benefits significantly outweigh any perceived harm.

The space is currently unused and the modern modifications are intrusive to the building's significance. The works will enable the reuse of the building, remove the intrusive modifications and improve accessibility for its users. This will enable the historic building to continue to be used and enjoyed by future generations, ensuring it's historical significance is enhanced and providing a positive contribution to local distinctiveness in line with NPPF paragraph 197. As well as ensuring the currently unused asset reaches its optimum viable use, concurrent with NPPF paragraph 202.

Furthermore, there are clear social benefits; carrying out the works will support the Science and Industry Museum's cultural and educational offer in using the Station Buildings as learning classrooms, enabling learning, interaction and experimentation.

Taking this into account, the proposals are in accordance with Paragraph 192-202 of the NPPF.

This approach is in line with Policy CC9 Design and Heritage within the adopted Manchester Core Strategy (2012). This policy sets out that development in Manchester City Centre should protect or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. The Policy also supports the need to ensure buildings are of the highest standard in terms of appearance and function, and all reinstatement works will repair the listed fabric to match the original like-for-like.

As previously set out, the modern modifications to be removed are all non-original due to the history of refurbishment of the building. All removals will be carried out carefully and the historic fabric will not be damaged.

Overall, the proposed works are required to facilitate the museum's aims in reusing the Station Building. Without the works, the current layout and fittings are not appropriate to be used as learning spaces and so the works will enable the historic building to remain in use and support the Museum's aim of become an education hub for STEM-based learning.

The works are in line with best conservation practice. The long-term significance of the heritage asset will be maintained with an overall beneficial impact as a result of the proposed works. There will be no harm caused as a result of the proposed works and due care will be taken to protection of historic fabric during the implementation of the proposed works.

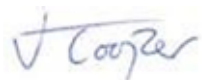
5 Application Documents

The following information is provided in support of this application:

- Covering Letter, prepared by Deloitte;
- Science & Industry Museum Learning Classrooms Design and Access Statement (November 2021), prepared by Buttress Architects;
- Science & Industry Museum Learning Classrooms Method Statement (November 2021), prepared by Buttress Architects;
- The Science Academy – Heritage Significance and Impact Statement (November 2021), prepared by The Science Museum
- M&E Drawings, prepared by Silcock Leedham; and
- Supporting Plans (see Appendix A), prepared by Buttress Architects

We look forward to receiving your confirmation that the application has been formally registered. In the meantime, if you have any queries or require any further information, please do not hesitate to contact me or my colleague, Katie Wray (0161 455 6350 / kawray@deloitte.co.uk).

Yours sincerely,



John Cooper
Deloitte LLP

Appendix A

Drawing No.	Drawing Name
8778-BA-EX-ZZ-DR-A-(00) 001-A	Location Plan
8778-BA-EX-01-DR-A- (01) 001-A	Existing FF Plan
8778-BA-EX-01-DR-A- (04) 001-A	Proposed Demo Plan
8778-BA-EX-ZZ-DR-A- (02) 001-A	Existing North Elevation
8778-BA-EX-01-DR-A-(04) 002-A	Detailed FF Plan
8778-BA-EX-01-DR-A- (04) 003-A	Proposed FF Plan
8778-BA-EX-01-DR-A-(05) 001-A	Proposed Internal Elevations B C D
8778-BA-EX-01-DR-A-(05) 002-A	Proposed Internal Elevations F E
8778-BA-EX-ZZ-DR-A- (05) 004-A	Proposed North Elevation