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Dear Chris

Station Building, Science and Industry Museum: Planning Permission for Barrier at Roof Level and Listed Building Consent for Rainwater Goods and Roof Repairs and associated works and Barriers at Roof Level of Station Building

Please find enclosed an application for Planning Permission for two barriers at roof level and Listed Building Consent for two barriers at roof level and rainwater goods and roof repairs and associated works of the Science and Industry Museum's Station Building.

1 Background & Significance

The Site is located 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 style of the late Georgian period 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 in 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

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leaning towards Liverpool Road. The First Class Booking Hall towards the west was retained and restored 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'.

The below red line plan demonstrates where the Station Building is within Liverpool Road Station.

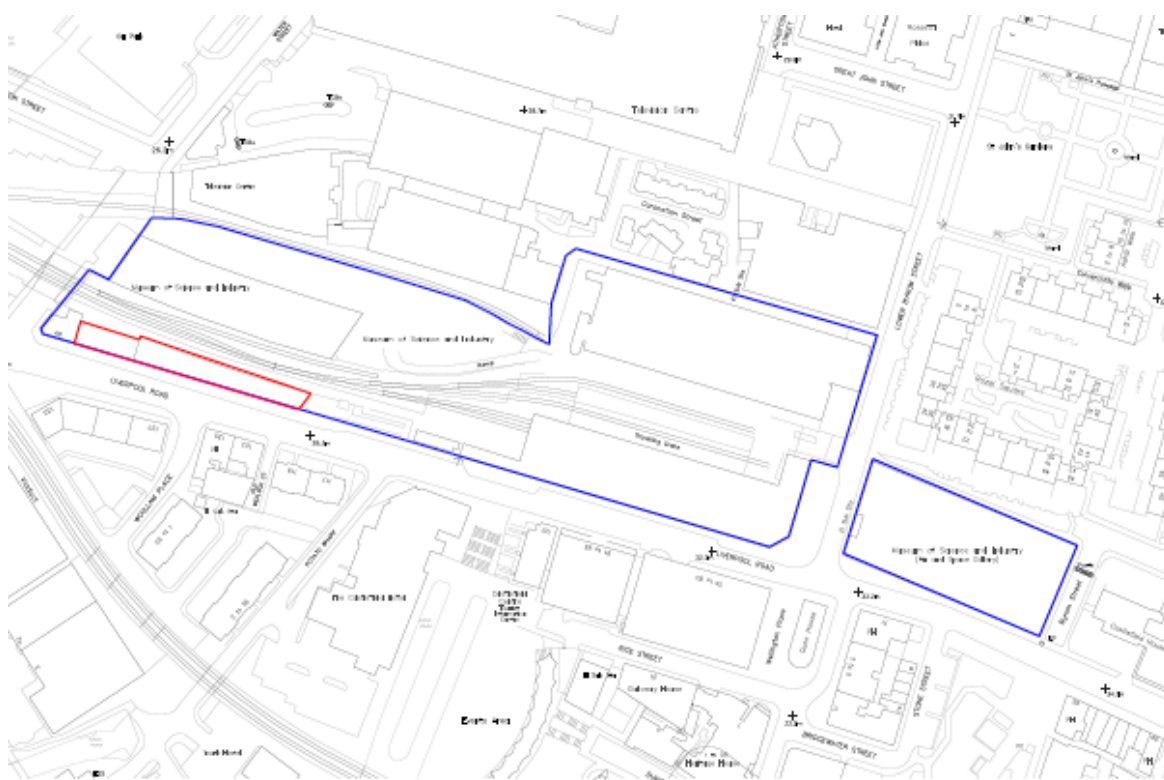


Figure 1 - Site Location Plan

2 The Station Building's Condition

The Station Building can be described as being in a satisfactory condition generally, but in a poor condition at roof and Lower Ground levels due to sustained water ingress issues. There are currently ongoing and severe water ingress issues seen internally at ground, first and roof levels along the entire length of the building in separate locations.

Along the south elevation, the parapet gutter has undergone a number of previous attempts at repair which have failed due to both poor workmanship and the original detail / outlet arrangement.

Internally, at first floor level along the south wall from the station platform, a series of ad-hoc water collection bins, and pipe networks have been orchestrated to collect internal rainwater ingress from the

parapet. The ingress is focused around outlet sumps visible within each room and the embedded truss ends are saturated with evidence of decay.

The north slopes are served by a traditional continuous gutter arrangement with outlets connected and incorporated into the hollow cast iron columns, which run the length of this façade. The arrangement of the outlet pipes at present can lead to regular blockage and reduce the water flow.

3 Pre-application Engagement

The scope of this application has been discussed and agreed with Manchester City Council as the Local Planning Authority on 07 January 2021. The meeting was also attended by Andrew Davison from Historic England who noted that there is leeway to carry out works to the Grade I Listed building due to it being reconstructed to such a large extent in the past and that it is better so solve its issues now to ensure the asset is able to remain in use in future.

4 Proposals and Methodology

Following a detailed feasibility study undertaken in October 2020 considering a total of eight options, the preferred approach of the Science Museum Group was to proceed with a wholesale large re-roofing project across the Station Building roofscape.

The works will ensure that the asset is wind and watertight at roof level and will allow for all necessary alterations, improvements and upgrades to be undertaken across all of the variant outlet types and rainwater disposal system as a whole.

The current roofscape arrangement does not allow for ready access to undertake routine maintenance tasks such as removal of silt and debris from gutter outlets which has led to blockages in the past and issues going undetected for extended periods of time. It is therefore proposed to provide a permanent roof access hatch to allow regular routine maintenance to be undertaken.

Two metal barriers are also needed to be installed at either end of the parapet as a means to visually deter individuals accessing the roof and moving past the barriers due to health and safety concerns.

Planning Permission is sought for:

“Planning Permission for two barriers at roof level”

Listed Building Consent is sought for:

“Listed Building Consent for rainwater goods and roof repairs and associated works, and two barriers at roof level”

4.1 Works to Roof

The proposed works include a wholesale re-roofing of both the slate roofs and existing triangular lead lined flat roof in order to match the existing. This will include the introduction of lightning protection, trace heating within the parapet guttering, rainwater sensors in parapet outlet locations and lead mushroom vents to introduce appropriate airflow.

As the current roof does not allow for ready access for the undertaking of routine maintenance tasks, it is proposed to provide a permanent roof access hatch above the current ceiling access hatch within the first-class ticketing roof hall.

Further to this, two metal barriers with signage at either end are to be installed at the long parapet gutter to the south and fixed into the parapet wall. The purpose of this is to deter and warn of unsafe access beyond the barriers. The barriers will be set back from the ends of the parapets to conceal them from ground level vistas and therefore minimising visual impact.

A full description of the proposed scope of works to the roof is provided in the accompanying Design & Access Statement.

4.2 Works to Rainwater Goods

The majority of works to rainwater goods are to outlets of which there are 5 types. The full extent of these works are detailed in the accompanying Design & Access Statement submitted in support of this application. In general, the proposals are to make amendments to the sumps (overflows), introduce a new lead lined internal trough and refurbish all of the cast iron rainwater goods.

The aim of these works is to allow for rainwater to travel toward the outlets and ensure free-flowing drainage, as well as undertaking any timber and/or structural repairs as necessary. At various points, pilot holes will also be introduced through internal sarking boards in order to encourage ventilation.

Overall, the works will improve capacity of rainwater goods across the Station Building and enable the outlets to cope with an increased amount of rainfall and remain watertight to prevent further damage being caused to the structures both internally and externally.

4.3 Protection of Listed 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 listed fabric. This will include along key routes into and out of the Station Building.

4.4 Scaffolding

External scaffolding on the building will need to be used for access. The scaffolding arrangement has been designed to allow works to take place with minimal contact to the Station Building. The scaffold will be generally free standing with no direct fixings into the buildings. This will be supported off the building by way of putting scaffold tube up to the façade with plastic caps and protection pads to prevent any damage and staining to the façade.

5 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 terms of works to the roof, any slate which is to be removed is very likely to be non-original given the significant extent of rebuilding to the Station Building undertaken in previous years as described in this letter. Furthermore, any removal of slate will not be visible from ground or platform level.

The current rainwater goods are neither fit for purpose nor safe and have resulted in both damp and water ingress inside the building. The proposals will enable the Stations Building to cope with heavy rainfall and for the asset to remain in use. The works will not be susceptible from ground or platform level and the benefits of keeping the heritage asset watertight and in use significantly outweigh any intervention to the structures.

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 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 Statement 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 Liverpool Road face is the most significant aspect of the building and the structure is rated as high significance, however only the First Class Booking Hall is the original construction due to the previous wholesale rebuilding of the asset.

The removal of fabric is considered a major change. In areas of very high significance, the impact would be slight/moderate, and in areas of high significance, the impact would be large/very large. However, the areas of proposed removal are also proposed for replacement with improved detailing to help safeguard the building from further damage in materials that match the existing. Therefore, the act of removal itself may be considered major adverse, but the works also have a major beneficial impact after completion.

As the works facilitate a necessary piece of repair work and limited re-decoration works to enhance the significance of the existing building, the assessment recognises that the removal of historic fabric is wholly exceptional and that the clear reinstatement methodology will negate harmful impacts. The proposed works therefore culminate in minor less than substantial harm.

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. Without the proposed repair works to the roofscape, the building’s existing fabric will continue to deteriorate and there will be a lack of opportunity to address any ongoing fabric conservation issues to the asset. There is therefore a simple heritage benefit in repairing the asset and enabling good maintenance going forward to allow it be enjoyed by future generations.

Furthermore, there is a strong social benefit; carrying out the works will support the Science and Industry Museum's cultural and educational offer in using the Station Buildings as exhibition and ancillary space, enabling learning and interaction.

Taking this into account, the proposals are in accordance with Paragraph 192-196 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, any fabric removed is likely to be non-original due to the history of refurbishments of the building. Timber and structural repairs will be made to the rainwater goods as necessary and leadwork will be renewed. Furthermore, cast iron rainwater goods will be resealed and any corroding elements will be refurbished. All repair work will be made like-for-like and any visual impact will be hidden from ground and pedestrian level so is likely to be largely unnoticeable.

Overall, the proposed works are required to facilitate the museum's aims in reusing the Station Buildings. Without necessary repair works to the roofscape of these buildings, there is danger of further deterioration to the existing fabric and a lack of opportunity to address any ongoing fabric conservation issues to the historic building. The works are thorough, and in line with best conservation practice. The overall and long-term significance of the heritage asset will not be negatively affected, and the final completion of the work will have a negligible - minor beneficial impact due to the delivery of the required work and successful protection of historic fabric.

6 Application Documents

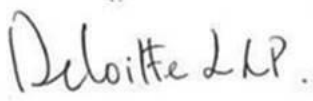
The following information is provided in support of this application:

- Covering Letter, prepared by Deloitte Real Estate;
- MSI Station Building Roof Design and Access Statement (February 2021), prepared by Buttress Architects;
- Supporting Plans, prepared by Buttress Architects (see Appendix A for a full list);
- Detailed Schedule of Works and Methodology - Ref. 9059SoW (February 2021), prepared by Buttress Architects;
- Architectural Restoration Specification – Ref: 9059RS (February 2021), prepared by Buttress Architects;
- Heritage Assessment (February 2021), prepared by Buttress Architects;
- Structural Inspection Report (November 2020), prepared by Thomasons;

- Detailed Timber Condition Survey of Roof Structure (November 2020), prepared by Hutton+Rostron Environmental Investigations Ltd; and
- Daytime Bat Survey of Station Building (November 2020), prepared by Rachel Hacking Ecology

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, Joe McElhone (0161 455 6994 / joemcelhone@deloitte.co.uk).

Yours sincerely

A handwritten signature in dark ink that reads "Deloitte LLP." The signature is written in a cursive, slightly stylized font.

Deloitte LLP

Encs.

Appendix A

Buttress Document Issue List:

(01) 001 Location Plan

(01) Existing Site Plan

(01) 003 Existing Roof Plan

(01) 004 Existing Roof Plan - Ortho Part 1

(01) 005 Existing Roof Plan - Ortho Part 2

(01) 006 Existing Roof Plan - Ortho Part 3

(04) 001 Proposed Roof Plan

(04) 002 Proposed Roof Plan - Ortho Part 1

(04) 003 Proposed Roof Plan - Ortho Part 2

(04) 004 Proposed Roof Plan - Ortho Part 3

(37) 001 Typical Parapet Detail

(37) 002 Typical Gutter Outlet Detail

(37) 003 Typical Parapet Gutter Detail

(37) 004 Typical Parapet Gutter Details (north and south)

(37) 005 Typical Parapet Gutter Details (north and south)

(37) 006 Typical Flat Lead Roof Details

(37) 008 Proposed Typical Parapet Gutter Details (north and south)

(37) 009 Proposed Typical Parapet Detail

(37) 010 Proposed Typical Parapet Gutter Detail

(37) 011 Proposed Typical Roof Details

(37) 012 Proposed Typical Parapet Gutter Details (north and south)

(37) 013 Proposed Roof Access

(37) 014 Proposed Part Attic Plan

01 (100) Timber and Damp Survey

10539 SK01-03 Roof bracing detail

9059 - MSI Station Building Roof Design and Access Statement

9059 Roof - Heritage Assessment

9059RS - Restoration Specification - Planning Issue

9059SoW - Schedule of Works -Planning Issue

Silcock Leedham

SIM-SLCE-ZZ-01-DR-ME-1001-T1

SIM-SLCE-ZZ-RR-DR-ME-10RR-T1

F8_Section 5 - MSI Manchester Phase 1 Roofing Works ME Specification P1 LBC (002)

Hutton and Rostron

210-58 SIM Liverpool Road Railway Station Rpt 091120 CW v2 – merged

Thomasons

10539 21.01.06 Buttress - MSI Station Building Issue 03

10539 SK01-03 Roof bracing detail