8869 SIM Air and Space Decant



Design and Access Statement
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Executive Summary

This Design and Access statement accompanies the application for Listed Building Consent for the potential Air and Space Decant.

The Museum is now scoping the potential decant of objects currently on display with minimal impact on the listed building

The statement has been prepared by Buttress Architects Ltd on behalf of the Science & Industry Museum. It explains our response to the work that is required to the building to allow for the decanting of the building.

1.0 Introduction

1.1 Purpose

This report has been prepared to summarise design development undertaken to enable the potential decant of objects currently on display within the Air and Space Hall in connection with exploring sustainable options for the building's future.

This work is around the methodology for adapting the building when needed and should be read in conjunction with the Heritage Statement. It has been established that some physical work is required to the building and this report summarises the methodology, derived through an investigative approach, for the decanting of the building.

1.2 Authorship

The Statement has been prepared by Emily Green, Architect with Buttress Architects Ltd, under the direction of Alex Scrimshaw, Senior Architectural Technologist with Buttress Architects Ltd.

Contributions to the Statement have been made by the individuals and organisations named in Section 1.4.

1.3 Methodology

The Design and Access Statement has been prepared in line with the guidance document 'Design and Access Statements: How to Write, Read and Use Them,' published by CABE.



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1. PLA Prototype Experimental Jet
2. Bristol Belvedere Helicopter
3. Trident 3B

Application and Project Team

The Science and Industry Museum

Applicant

Buttress

Project Manager

Architects

Heritage Consultants

Principal Designers

Thomasons

Structural Engineer

Appleyard & Trew

Quantity Surveyor

Deloitte

Planning Consultant

Buttress

THOMASONS

Appleyard & Trew

Deloitte.

2.0 Background and Context

2.1 Site Location

The Air and Space Hall is located towards the south west of Manchester, adjacent to the Science and Industry Museum, in the Lower Campfield Market.

The building is situated towards the North East of Castlefield Conservation Area.

2.2 History

The Air and Space Hall , of the Science and Industry Museum, Manchester is housed within the former Lower Campfield Market on Liverpool Road. The building is Grade II listed and within the Castlefield Conservation Area. The building is a significant example of cast iron and glass market hall design, designed by a significant local architectural practice, using iron produced by an important local foundry. In addition, Lower Campfield Market is significant for its association with the war effort.

During the First World War, Lower Campfield Market was occupied by the Ministry of Munitions (not Defence) and used as a Bond Inspection Depot. It was also used by the Ministry of Labour for training of disabled soldiers.16 It is also documented that the hall was used for training and drilling by the 18th Battalion, the Manchester Regiment, and the 4th City Pals of the Manchester Regiment, later the 19th Battalion.

The former Market Hall was converted into the Air and Space Museum in the early 1980s.

It opened to the general public in March 1983 as the Air and Space Hall run by Manchester City Council. However, Manchester City Council closed the Hall in September 1985. The then named Greater Manchester Museum of Science and Industry took over the Air and Space Museum and re-opened it in December 1985. This is where the main entrance was relocated to the west elevation to provide a link with the primary site across the road.

The Museum was originally accessed from the main entrance façade on the Liverpool Road (south) elevation. However, the main entrance is now on the slightly angled Lower Byrom Street (west) elevation, facing the main site of the Museum (New Warehouse).

2.3 Collection Items

The Air & Space Hall contains over 100 aerospace inspired collection items including large and highly significant aircraft such as the Avro Shackleton AEW2 reconnaissance aircraft, the Bristol Belvedere helicopter and Trident 3B flight deck. There are also several smaller aircraft and objects ranging from cars to aircraft engines. Many of these collection items are on loan from organisations such as the RAF Museum and the Aeroplane Collection.

2.4 Summary of significance

The Lower Campfield Market is listed Grade II, and located within the Castlefield Conservation Area and also within the proposed World Heritage Site. This building is significant for several reasons, as follows:

As Grade II listed buildings, the Lower and Upper Campfield Markets are recognised to be of national importance.

-The surrounding area of Castlefield is a -designated Conservation Area, and an area of importance including the remains of a Roman Fort, the terminus of the world's first economically viable canal, the Bridgewater Canal, and the world's first railway passenger terminal. A bid for World Heritage Site Status is currently under preparation.

-The dynamic roofscapes and impressive façades of the Lower and Upper Campfield Market Halls make an important contribution to the surrounding streetscapes and surrounding Conservation Area.

-Examples of the technical expertise of nineteenth century. Manchester firms: The structure is unusual for a market hall. Using only cast and wrought iron with roof level glazing, it demonstrates the technical expertise of the architects and the foundry, both of which had an impressive track record working with cast and wrought iron.

The full listing, statement of significance and significance drawings can be found in 6.0 Appendices.

2.5 Project context and brief

This project is to provide a design solution to enable the potential removal of collection items from the Air & Space Hall at the Science and Industry Museum at Manchester. This is a complex decant as many of the items on display are large and were brought into the building by partially dismantling parts of the elevations. It is assumed that similar deconstruction and reinstatement works would be required for the decant of the collection.

The report explores approaches to this deconstruction and reinstatement works in a manner which prevents any impact on the significance of the Listed Building.



Location Plan

3.0 Design

3.1 Context Assessment

There are two main roads surrounding the site, Liverpool Road to the South and Lower Byrom St to the West. Byrom St to the East of the hall, is a pedestrianised zone spanning the depth of the building.

The building plan is almost rectangular, with the west elevation slightly skewed, following the angles of the surrounding four streets. Originally the building was built as a high, single storey covered market with open sides in1877-82; a second gallery level was added after the sides were enclosed.

Since the Science Museum Group took on the Science and Industry Museum in 2012 it has been working hard on an extensive and intensive programme of repair and conservation work to the buildings the museum inhabits including investigative work into the deteriorating building fabric of the Air & Space Hall. This has included a series of like-for-like repair works on the south elevation in 2016 and scaffolding to enable ongoing roof maintenance . The east and west elevations have three bays split by the use of four-square columns which extend to the eaves. The north and south elevations have nine bays each. The nine bays are formed by the three gable ends of the transepts and three bays either side of the central bay. The central bay is the most decorative and made up almost entirely of glass to the southern elevation.

The building is designed to be open plan on the ground floor with few partitions, leaving a large open space broken only by supporting columns. There is a narrow mezzanine which sweeps around the building, this area is currently not open to the public. The floor is a cement screed finish with vinyl over. Currently, if access is required at mezzanine level, there is a requirement to wear appropriate PPE due to the potential for falling debris from the roof coverings.

Due to the two main roads surrounding the site, Liverpool Road to the south and Lower Byrom St to the West, a number of factors need to be considered. Such as vehicle tracking due to the narrow road widths; potential road closures and use of pedestrian zones for site set up.



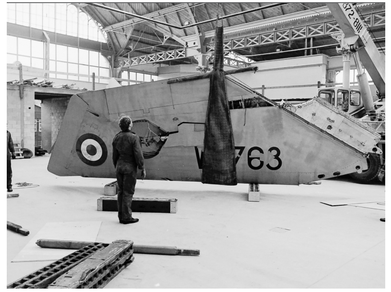
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1. Byrom Street Entrance
2. Lower Byrom Street Entrance
3. Liverpool Road Entrance











A selection of photographs showing the original installation of the Air and Space collection items 1982-1983











3.2 Previous known alterations

The largest collections items were originally brought in together through the main central bay (south elevation), which faces onto Liverpool Road; at the time this involved the wholesale deconstruction of the central bay (excluding structural frame). The central bay is split into three, segmented by the original iron lattice columns, which extend from ground level up to the underside of the horizontal deep lattice beam and sits atop of cast iron columns with crocketed caps. The glazing and timber work within each of the bays were entirely removed for the purposes of providing appropriate access for the insertion of large collections items. A segment of the mezzanine floor was temporarily removed from the central and east bay's only to facilitate and accommodate access for long haulage goods vehicles to drive directly into the Museum space.

Most recently in 2014, a Spitfire was removed from the Museum through the central bay within the south elevation by removing the ground floor single glazed panels only. It is understood that the simulators also entered the building in this way. None of the larger collection's items housed within the Air and Space Museum in the 1980s have been removed.

An alternate bay was used when inserting the nose and flight deck from the Trident 3B 'G-AWZP' aircraft. The aircraft limited only to the nose was brought in through the west elevation central bay and involved the removal of the most western bay (1-3) only at first floor level.

In late 2015, Buttress were commissioned by SIM to undertake a detailed condition survey of the scaffolded area installed within the central bay of the Liverpool Road façade, following detachment and loss of building fabric, most notably the cast iron decorative floral details which had been through fixed at intersections within the upper timber frame. In addition, there were concerns that the upper glazed portion was showing signs of distortion due to wind loadings and lack of vertical and horizontal support, a tensioned cable and steel T sections had been retrofitted as a temporary bracing measure.

The Architectural survey was further supplemented by independent assessments by a Structural Engineer and a specialist cast iron contractor.

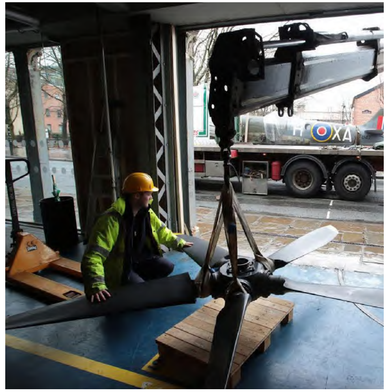
Following the detailed assessments by all, a schedule of works and accompanying drawing packs were produced which included carrying out a series of fabric repairs across the Liverpool Road façade only, including strengthening of the upper glazed timber frame with internal steelwork providing vertical and horizontal support and wholesale redecoration the focus.



1. Inserting the Trident









Removal of a Spitfire through the Liverpool Road facade in 2014



The fabric repair works included the following:

Surveys:

- Detailed on-site inspections by Buttress, Structural Engineer and cast iron specialist.
- Specialist paint scrape analysis and sampling.

Fabric Repair Works:

- Repair and replacement work to lead weathering and capping.
- Renewal of damaged glazing.
- Cutting out of defective decayed timber and splicing in new to match original profiles.
- Re-fixing of all cast iron decorative floral details.
- Cable restraints and T sections removed and replaced with appropriate steel bracing to the internal face, aligned to match the line of transoms and mullions.
- Renewal of timber fascia's.
- Repair, renewing of seals and redecoration of cast iron guttering.
- Minor repair works to cast iron frame, including renewing of seals at joints and connections to ensure free-draining surface.
- Wholesale redecoration of central portion including timberwork and cast iron elements.

Minor fabric repair works extended beyond the central bay, to include replacement of damaged glazing and renewal of decayed timber fascia's.

Buttress worked closely with the conservation officer throughout the scheme, providing regular updates and site visits. The scheme did not require listed building consent as the works were deemed to be like-for-like, fabric repair works only.

The works were tendered and completed early 2016.















Photos of previous work

4.0 Access

4.1 Site Logistics

The following section has been developed to look at access surrounding the site and potential vehicle tracking to aid the decant of the building.

Limitations

This report has the following limitations:

1. Existing survey information has been used to produce the drawings.

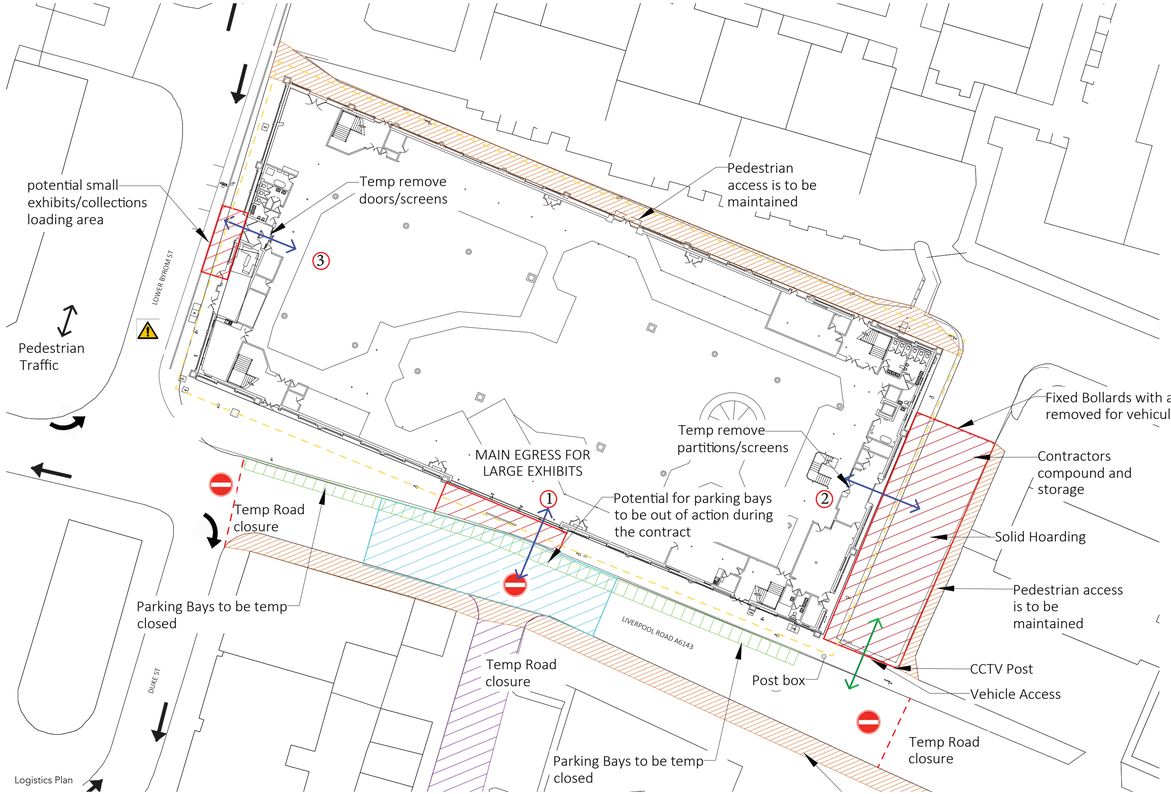
2. Approximate measurements of the collection items were provided to produce the drawings.

3. Vehicle tracking has been derived using a computer software.

4. Fabric repairs and removals have been made on assumptions.



1. View from Stone Street



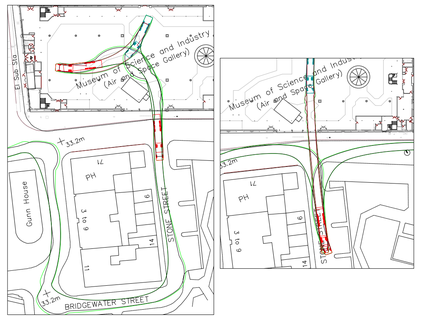
4.2 Vehicle Tracking



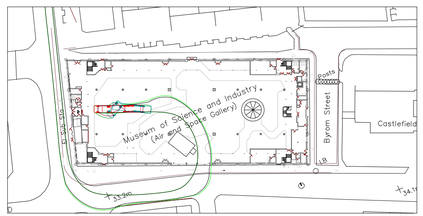
Articulated Vehicle- 16.480m by 2.550m wide

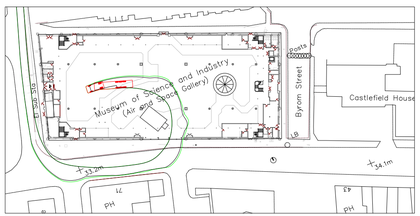


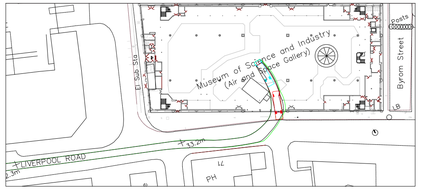
Articulated Vehicle- 15.500m by 2.550m wide



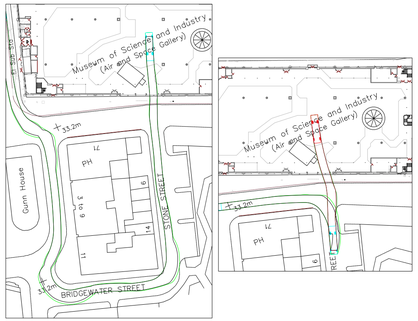


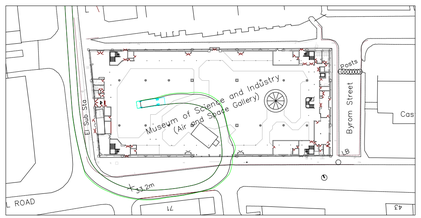


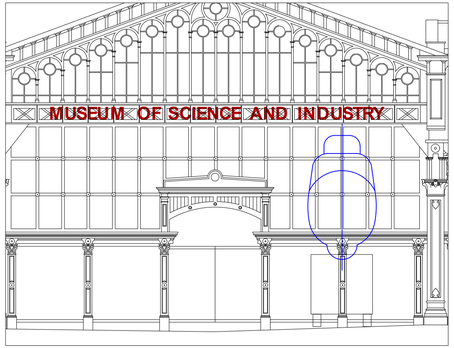




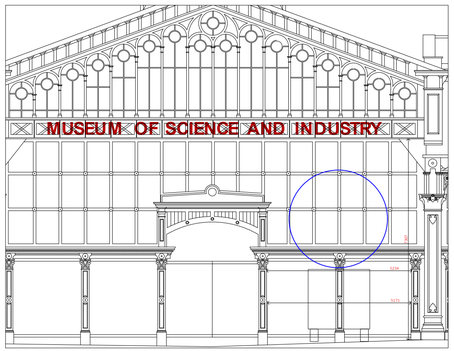
Rigid vehicle - 10.000 m by 2.5m wide







Cross Section through the Shackleton



Cross Section through the Trident

5.0 Design

5.1 Physical Context Assessment

This is a complex decant, due to the need to understand the structural strengthening requirements to the wrought iron frame of said building. In order to remove the collection, sections of the external elevation to Liverpool Road will need to be removed and below is a discussion of the initial structural observations.

Structural Assessment – General Observations

South Entrance – Liverpool Road

When the scaffold is adapted to form the new opening, it will be essential that the scaffolding is designed to sustain the wind pressures on the new doors and these are not transferred back into the existing building at the left-hand side of the opening.

Removal of mezzanine columns will also require cutting back of the mezzanine deck. Currently, this spans to the beam/column lines, so whilst cutting back and provision of temporary support is a viable option it would be better to also remove the sections to each side and set the joists aside for re-use.

If possible, the mezzanine column tucked in against the lattice column should be retained.

Prior to removal of the mezzanine columns it will be necessary to:

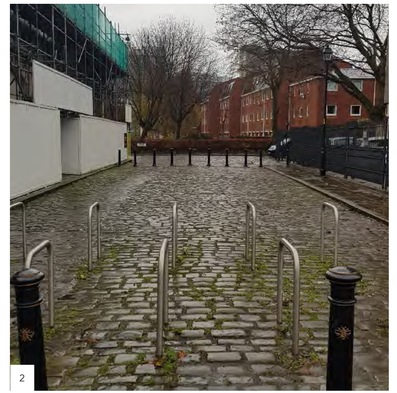
- Carefully remove cladding from affected mezzanine beams to expose the beam/ column connections.
- Carefully break out concrete around base of mezzanine columns, without damage to the columns.

Removal from the base may not be achievable in which case replacement columns would be required.

1. Liverpool Road Entrance
2. Byrom Street Entrance
3. Lower Byrom St Entrance



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North Elevation

The north elevation was discounted from the outset, due to access restrictions and the close proximity to a neighbouring properties.

East Elevation – Byrom Street

It is recommended within this phase of works that the Byron Street elevation and former access is used predominantly by the contractor as a main entrance for the duration of the works. In addition, this entrance will provide an alternate exit for smaller collections items. It is proposed that the contractors compound is situated on an unused parcel of land adjacent.

The area is under the ownership of highways and currently provides no through access for vehicular traffic. The cobbled area has bollards to the north and south, with additional restrictions including CCTV, signage, post box and litter bin within the area to the south.

It is proposed that the compound would provide the main contractor and specialist collections removal contractor access to load and unload materials and exhibits within a secure area. In addition, the compound would provide a temporary storage area for materials.

Minor temporary alterations would be required to the east central bay including removal of exterior timber doors, removal of modern screens internally and the relocation of the timber winder staircase internally. Localised alterations to interior finishes would be required at ceiling and wall abutment locations.

All temporarily removed elements and components shall be reinstated upon removal of all exhibit items to match the original arrangement, including making good of all disturbed surfaces and finishes.

The removal of the exterior doors will provide a clear opening width of circa 3.2m wide and 2.1m in height.

South Elevation – Liverpool Road

It is well documented that the central bay to the south elevation was used during the insertion of the larger collection's items in the 1980s, predominantly aircraft. Extensive documentation and original photographs have been provided to corroborate and ascertain the works adopted originally.

The south elevation and interior including mezzanine has been heavily modified over the years with recent restoration and stabilisation works carried out to the central bay in 2016 by Buttress Architects Ltd. This provides invaluable knowledge with regards to the elements and components which make up this elevation.

It is proposed that the south elevation central bay will be used as the primary access point for the removal of large exhibition items from the Hall, including detailing and connections of the glazed frame and general fabric condition. It was found at the time that much of the timber frame was rotten due to prolonged saturation. It is anticipated following removal of the frame that the timber structure will be in need of replacement.. The entrance will also provide any necessary access and egress for haulage and lifting equipment.

This option recommends the temporary removal of the right-hand (east) bay only within the central bay, full height to the underside of the lattice beam / girder. This will include the removal of a portion of the mezzanine floor internally including all associated elements and components within the localised area (glazing, structure and services), to provide a clear and open void for heavy goods vehicles (HGVs) and access equipment (crane, telehandler) to readily gain access into the interior.

The void formed will provide a clear overall width of 5m and 7.2m height from GFFL to the underside of the lattice beam. It is proposed that the section of mezzanine to be removed follows the previous joint and cut lines adopted during the 1980's decant works to limit alteration to the existing fabric.

The current perimeter scaffold will require alteration to facilitate appropriate access from the south bay. It is understood that the scaffolding has been initially designed to be adapted within this location. Once a void has been formed and the scaffolding opened up east and west, it is proposed to create a solid portal / hoarding with roof canopy over which extends to the forward face of the scaffold. The access point will then be secured via the insertion of a solid access door / screen in the form of a concertina or roller shutter type arrangement to provide rapid access and egress into the interior.

The plinth / step to the central bay is proposed to be navigated by strategically placing a series of timber / sleepers to provide enough of a ramp for vehicles to drive in and out. The timbers could be loose laid and installed on an ad-hoc basis.

Providing access into the interior for HGVs and access equipment will provide many benefits including: limited road closures, no restrictions to time of year, not impacted by weather, loading undertaken within a controlled environment. There is also an option to remove the aircrafts and other large items at different stages rather than being tied to a particular day.

The proposed use of the south elevation brings the added benefit of facing onto Liverpool Road with a large open area directly in front with direct access from the highways, both east and west with principal links in and out of Manchester City centre.

West Elevation – Lower Byrom Street

The west elevation predominantly the central bay, has been used in the past for the insertion of the Trident nose. This elevation faces onto Lower Byrom Street and provides direct access with the main museum site. The west façade is currently used as the main entrance into the Museum with access provided through a pair of large timber vertically boarded doors with automatic sliding doors beyond. The exterior door opening measures in at circa 3.1m wide and 3.6m in height.

Lower Byrom Street has recently become a primary access route into the city, providing access from Quay Street at the north to Liverpool Road towards the south, following the closure of Water Street to the west. The western entrance faces directly onto Lower Byrom Street, separated by a deep paved area with zebra crossing located directly outside of the main entrance. The Power Hall to the west, also a Museum asset is currently undergoing restoration works until 2021 and has been enclosed with a full perimeter scaffold and temporary roof. The has further reduced the potential use of the paved area within this area.

Taking into consideration the restricted open space externally and the heavy demand imposed on the highway, this facade is identified to be used for the removal of small collection items only including contractor access. This may involve the temporary removal of the inner automated sliding doors.

All items identified to be temporarily removed are to be reinstated upon completion of the decant package, including making good of all disturbed surfaces and finishes. All elements are to be thoroughly protected for the during of the main works.

5.2 Constraints and opportunities

Constraints

- The building structure grid and fabric (Grade II listed)
- The main structural frame limits opening sizes
- Steps and changes in level at access points
- Negotiation for the relocation of all collections items is ongoing
- Operations / retail areas are to be relocated
- Surrounding area / boundary
- Street furniture including bollards, CCTV units, signage, bicycle stands, post box, parking meters etc. localised items will require temporary removal
- Potential for discovery of ACMs during dismantling
- Collection in poorer condition than envisaged
- Busy highways to the west and south
- Current position of collections items, limits access within the interior
- Collections items to be temporary relocated internally to facilitate any necessary access for vehicles or lifting equipment. Works to be sequence accordingly.

Opportunities

- Vehicular access directly into the Museum, to provide haulage and lifting equipment necessary for the works
- Potential to limit road closures
- No restriction to time of year / set days
- Not impacted by the weather
- Loading undertaken within a controlled environment
- Remove the aircrafts / collections items at different stages
- Direct access onto main highway
- Limit opening up works to the minimum necessary

1. Liverpool Road entrance and scaffolding
2. Power Hall scaffolding constraint
3. Byrom Street Entrance, bollards



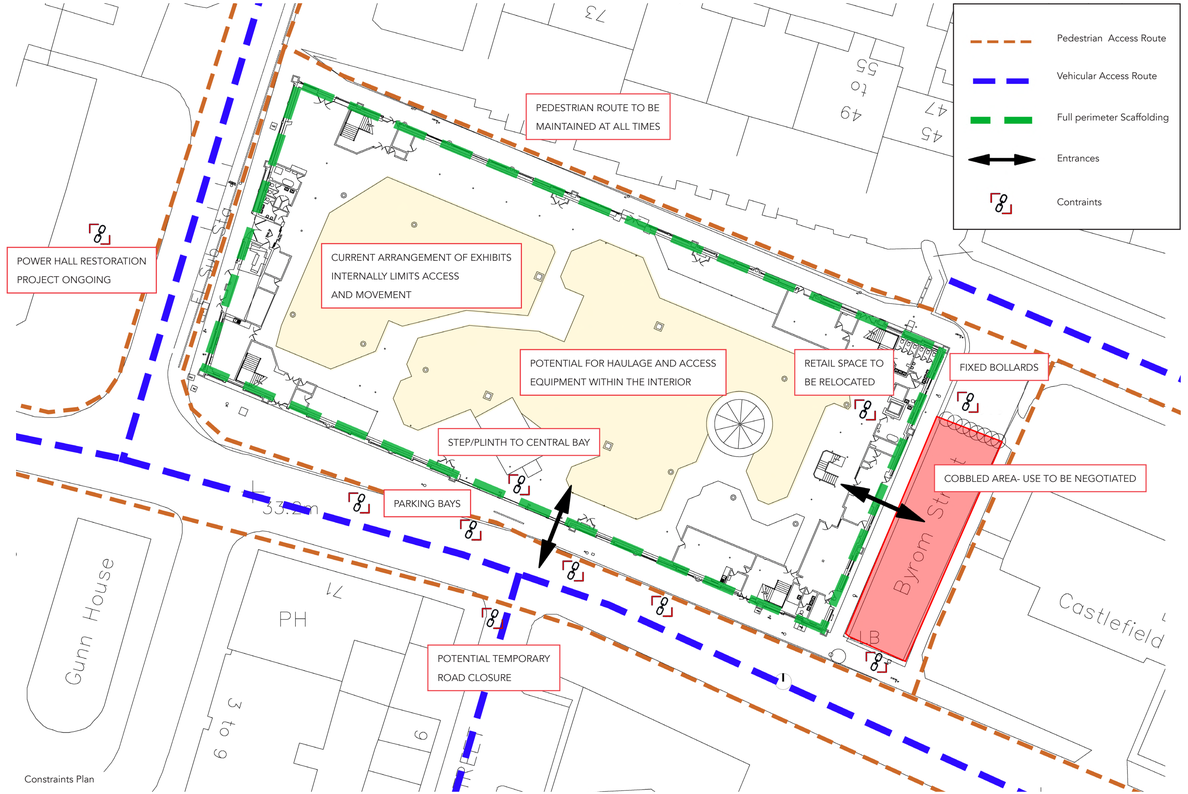
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Constraints Plan

5.3 Largest Collection items to be relocated

There are principally four collections items which are considered to large to be able to be accommodated and removed through any of the other regular existing access openings. These items will require a large enough opening in the exterior façades to be formed to facilitate their safe removal.

Avro Shackleton A.E.W.2 reconnaissance aircraft

Measurements: Overall: 26.61m x 36.58m (wingspan) x 5.33m

The largest collection item housed at the Museum is the four engined Avro AEW.2 Shackleton aeroplane. The Shackleton is a large aircraft with a wingspan of 119ft (36.m). The aeroplane was brought in through the south elevation and manoeuvred into a salient spot. The aircraft takes centre stage within the Air and Space Museum, lined almost centrally with the southern central bay.

Trident 3B 'G-AWZP'

Measurements:

Overall: 3.53m x 3.65m x 7.13m

The Trident is located within the south west corner of the Museum, accessed from the mezzanine level and is reduced to the aircraft flight deck and nose only. The landing gear extends toward the ground floor. The plane is supported on a purpose made cradle. Reviewing the fuselage cross-sectionally, the Trident is the largest item within the Museum.

The Trident nose was brought into the Hall from the West facade., central portal.

PLA Prototype experimental jet

Measurements:

Overall: 5.97m x 10.62m x 16.84m

The PLA Jet is located towards the west of the interior display and is presented at the main public entrance and provides a focal point upon first entry into the building. The PLA jet is a full prototype aircraft and is currently sat upon its landing gears.

Bristol Belvedere Helicopter HC1 XG454

Measurements:

Overall: 7.5m x 16.66m; body with propellers: 15.12m x 19.7m

The Belvedere helicopter is the most eastern of the collections items and is currently sat upon its wheelbase. Several of the propellers have already been temporally

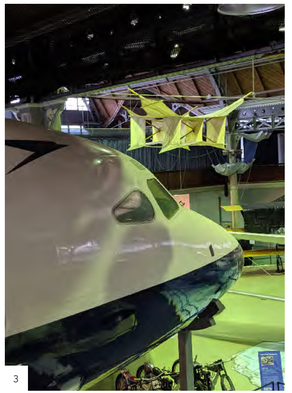
1. Avro Shackleton
2. Bristol Belvedere Helicopter
3. Trident 3B



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removed, which sit beside the aircraft.

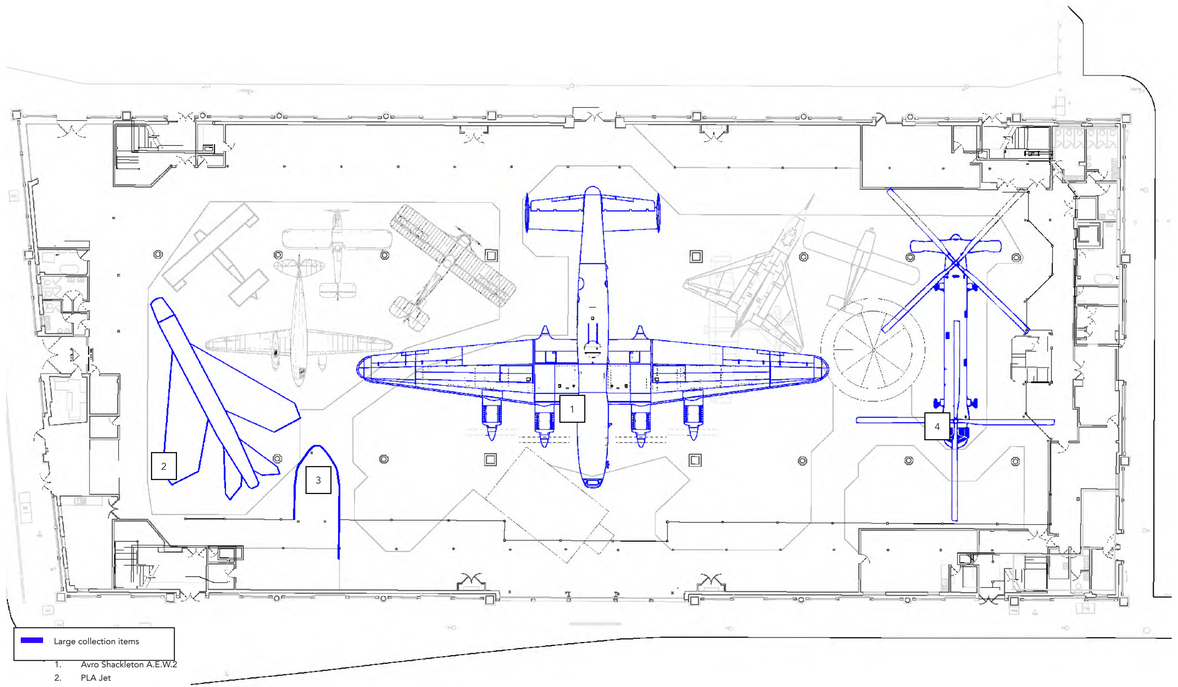
The exact method and stages of deconstruction of each of the aircrafts is to be further discussed with GJD Services, to ascertain how each of the items are to be broken down and their requirements for lifting and access gear provisions.

5.4 Smaller collection items to be removed

It is suggested that the smaller collections items can be removed from either the west or east entrances.

A number of the smaller collection's items (aeroplane components, bicycles, boats, cars, horse-drawn carriage etc) will need to be either fully removed from the building or temporarily relocated internally to be able to free up space for re-positioning of collections items. It is anticipated that larger exhibits such as the Shackleton, will need to be moved internally to provide access for haulage and lifting equipment to gain entry via the south entrance.

The exact sequencing and arrangement of this is to be further discussed with both the collections team and GJD Services.



1. Avro Shackleton A.E.W.2
2. PLA Jet
3. Trident 3B 'G-AW2P'
4. Bristol Belvedere Helicopter HC1 XG454

5.5 Scaffolding

During the proposed works, a section of scaffold will need to be removed, the extent of such is depicted on the following pages in the illustrative phasing plans.



5.6 Phasing Strategy

1. Lower Byrom Street
2. Byrom Street Entrance
3. Liverpool Road Entrance



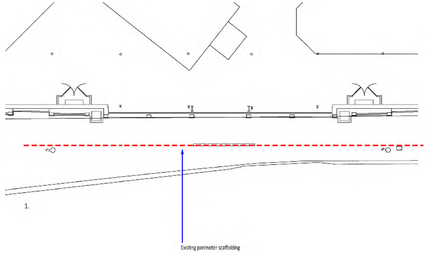
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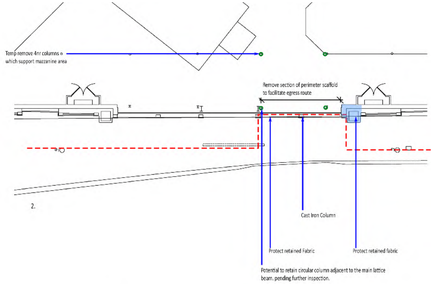


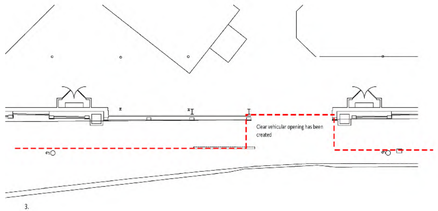
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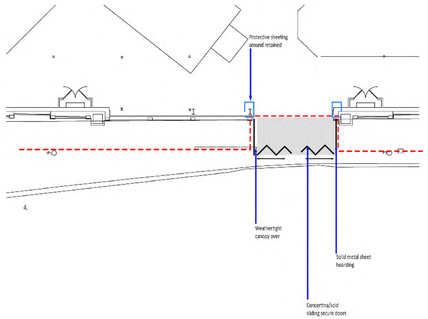


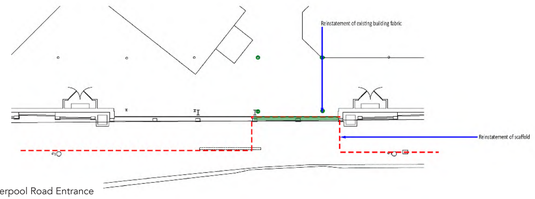
3











Ground Floor - Liverpool Road Entrance

Key

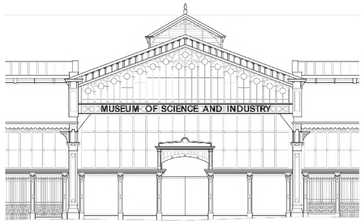
1.Existing

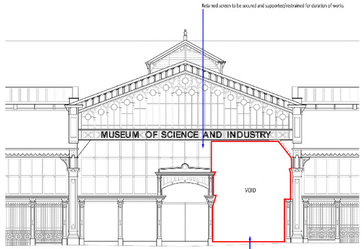
2. Temporary removal of fabric

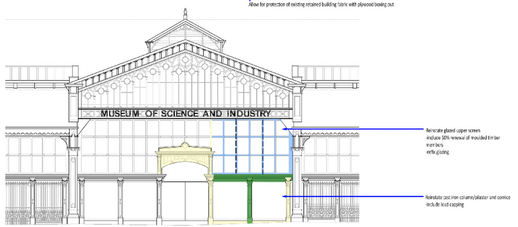
3. Vehicular portal formed

4. Security compound and weathering formed

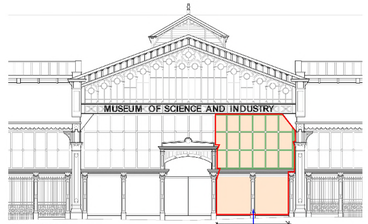
5. Remove temporary access and reinstate original building fabric

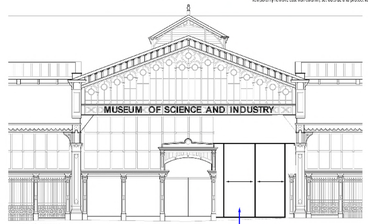


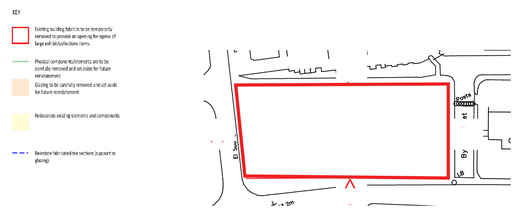


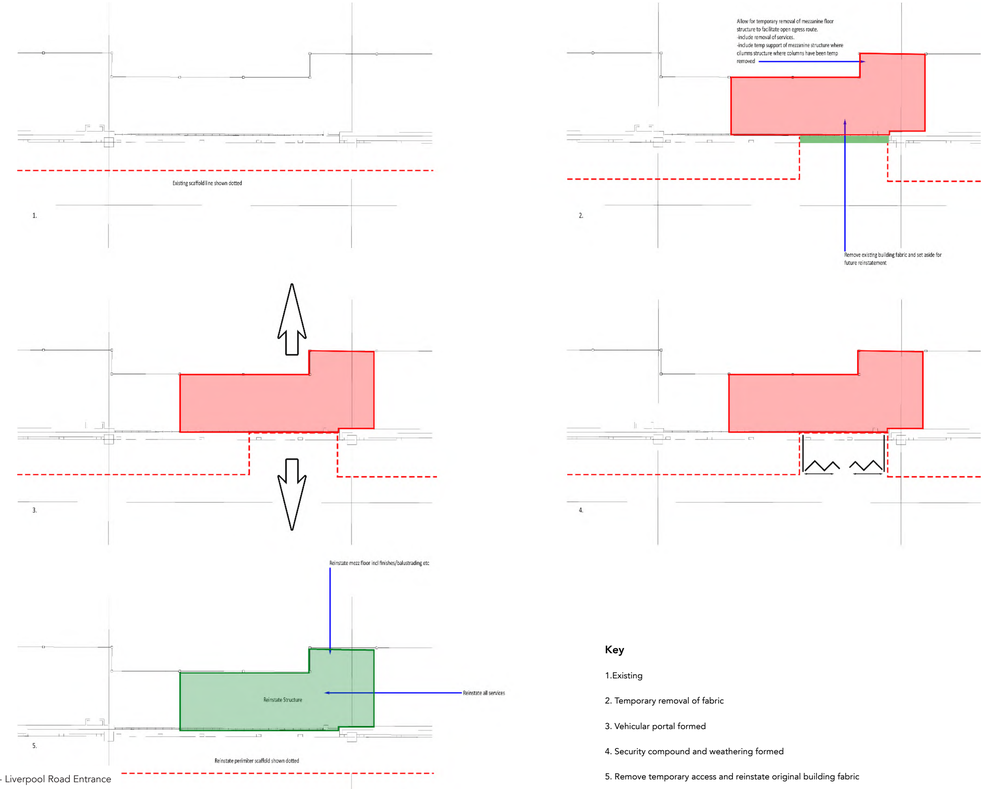


Phasing Strategy









Mezzanine Level - Liverpool Road Entrance

Key

1.Existing

2. Temporary removal of fabric

3. Vehicular portal formed

4. Security compound and weathering formed

5. Remove temporary access and reinstate original building fabric

5.7 Summary

Following exploration of the challenge presented by the need to decant the collection from the Air & Space Hall, this report summarises our findings and a workable approach to the decant.

It has been found that a large proportion of the collection can be decanted through existing openings, however, there are some large objects which can only be removed by dismantling a part of the building. The area identified has previously served the same purpose and was the subject of works within the last five years. It is therefore in a known good condition and is the part of the building best suited to the exercise. The building will be reverted to its previous state following the works, meaning no impact on the significance of the Listed Building.

The logistics involved may have an impact on the highway, primarily in forming a compound on Byrom Street.

Overall, following detailed review, the approach proposed minimises impacts on the Listed Building and provides for the most efficient means of decanting the building.

6.0 Appendices

6.1 Listing Description

MANCHESTER

SJ8397NW, 698-1/30/217

LIVERPOOL ROAD (North side), Museum of Science and Industry, Air and Space Museum

(Formerly Listed as: LIVERPOOL ROAD (North side) City Exhibition Hall)

17/05/74

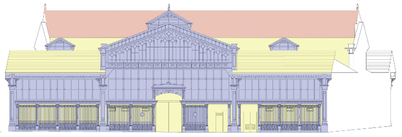
GV

II

Formerly known as: Lower Campfield Market LIVERPOOL ROAD. Market hall, now museum. 1876, by Mangnall and Littlewood. Cast-iron and wood with slate and glass roofs. Large rectangular plan in the form of a nave with north and south aisles under parallel roofs, and north and south transepts to the centre and both ends. Two storeys, 1:3:1:3:1 bays, the centre and ends gabled, and the centre both wider and higher. Cast-iron columns with crocket caps, each bay divided horizontally by a moulded cornice, with small columns and decorated cast-iron railings below this and large-paned glazing above. The centre has a tall segmental-headed doorway rising into the glazed upper portion, a latticed band above eaves level, the gable filled with round-headed lights with slender shafts and margin panes, a bracketed cornice and the gable end of a continuous louvred ventilator, with a finial. Each end bay has a segmental-arched open-work panel in the centre, and an elliptical-arched iron bressummer to the gable, with glazing like that of the centre. The intermediate bays have oversailing eaves with scallop fringes, and continuous ridge ventilators. Three-bay east and west ends in matching style. Interior: cast-iron pillars with decorated caps carrying latticed girders, slender elliptical-arched latticed roof girders. Forms group with former Higher Campfield Market Hall to east (q.v.), by same architects in very similar style.

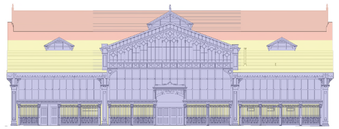
Listing NGR: SJ8327097786

6.3 Significance Plans and Elevation



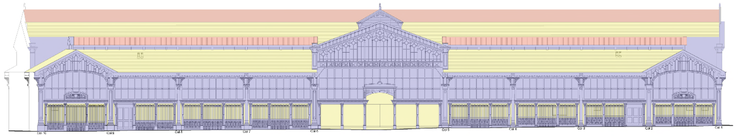
A. Lower Byrom Street

Elevation A
Datum Level = 40.0m



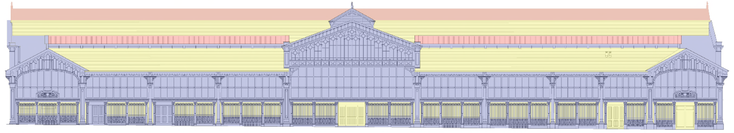
B. Byrom Street

Elevation C
Datum Level = 40.0m



C. Liverpool Road

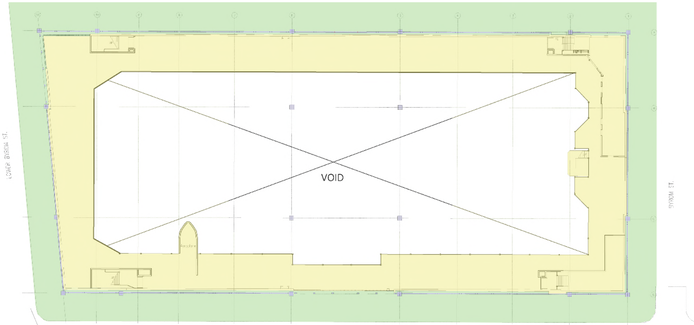
Elevation B
Datum Level = 41.50m



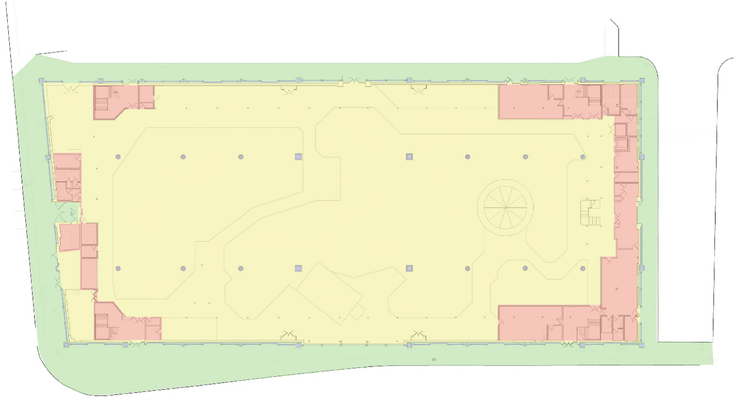
D.

Elevation D
Datum Level = 41.50m

Exceptional
Exceptional historic and architectural interest that is intact and clearly legible. Making an important contribution to the wider significance and understanding of the heritage.
High
High historic interest that is intact and clearly legible. Making an important contribution to the wider significance and understanding of the heritage.
Medium
Less special historic interest, altered, with a less important contribution to the wider significance and understanding of the heritage.
Low
Lost or little special historical interest, significantly altered or largely obscured.
Neutral
Historically unimportant but having negligible impact on the heritage.
Intrusive
Historically unimportant with a harmful impact on the heritage.



Existing Mezzanine Floor Plan



Existing Ground Floor Plan

Exceptional
Exceptional historic and architectural interest that is intact and clearly legible. Making an important contribution to the wider significance and understanding of the heritage.
High
High historic interest that is intact and clearly legible. Making an important contribution to the wider significance and understanding of the heritage.
Medium
Less special historic interest, altered, with a less important contribution to the wider significance and understanding of the heritage.
Low
Lost or little special historical interest, significantly altered or largely obscured.
Neutral
Historically unimportant but having negligible impact on the heritage.
Intrusive
Historically unimportant with a harmful impact on the heritage.

Buttress

Architects | Masterplanners | Heritage Consultants