



Heritage Statement

1830 Warehouse,
Museum of Science
and Industry,
Manchester

February 2021 | Project Ref 4700C

HCUK Group is a multi-disciplinary environmental practice offering expert advice in archaeology, heritage, landscape, arboriculture, and planning. It began life in 2010 as Heritage Collective LLP, before becoming Heritage Collective UK Limited in 2014. In the coming years diversification saw the addition of Archaeology Collective, Landscape Collective and Planning Collective, before all strands came together to be branded under a single umbrella: HCUK Group, based on the acronym for the original company. A home working company since the beginning, we are pleased to employ a talented workforce of consultants and support staff, who are on hand to advise our clients.



Project Number: 4700C

File Origin: <https://heritagecollectiveuk.sharepoint.com/sites/Projects/Shared Documents/Projects 4501-5000/4601-4700/04700 - Museum of Science and Industry Manchester/4700E - roof hatches/HC/Reports/2021.02.02 1830 Warehouse roof hatches.docx>

Author with date	Reviewer code, with date
JOR 11.02.2021	CI.R 10.02.2021

Contents

1.	Introduction	1
2.	Relevant Planning Policy Framework.....	5
3.	Understanding the asset.....	8
4.	Statement of Significance.....	18
5.	Heritage Impact Assessment.....	23
6.	Conclusions	33

Appendices

App. 1 Scale of Harm table (Heritage Collective, 2019)

Figures

- Fig. 1 Site location aerial image.**
- Fig. 2 Site location in relation to other designated assets**
- Fig. 3 Building plan and bay identification**
- Fig. 4 Map extracts from 1832 and c.1837 showing early footprint.**
- Fig. 5 1850 OS map extract**
- Fig. 6 1978 Photograph of the roof.**
- Fig. 7 Bay 1 showing typical external material and details**
- Fig. 8 Roof today from Bay 1**
- Fig. 9 Typical internal roof truss details.**
- Fig. 10 Bay 2, underside of mezzanine in area of proposal.**
- Fig. 11 Bay 2: mezzanine edge and roof truss.**
- Fig. 12 Bay 2, view through mezzanine hatch.**

Fig. 13 Extract from 1913 GOAD Plan indicating stair positions

Fig. 14 Bay 5 stair enclosure.

Fig. 15 Long view towards the 1830 Warehouse from the elevated bar of the Hilton Hotel.

1. Introduction

1.1 This Heritage Statement has been prepared by Heritage Collective, part of the HCUK Group, on behalf of the Science and Industry Museum, Manchester (SIMM) and relates to a building within their ownership and curatorship known as the 1830 Warehouse, a Grade I listed building.

1.2 Proposals are presented to Manchester City Council (MCC), the decision-making authority, for amendments to the access from this building onto the roof. The proposals affect two areas of roof as well as the spaces beneath the proposed access points on the second floor.



Figure 1: The 1830 Warehouse in context © Google Earth

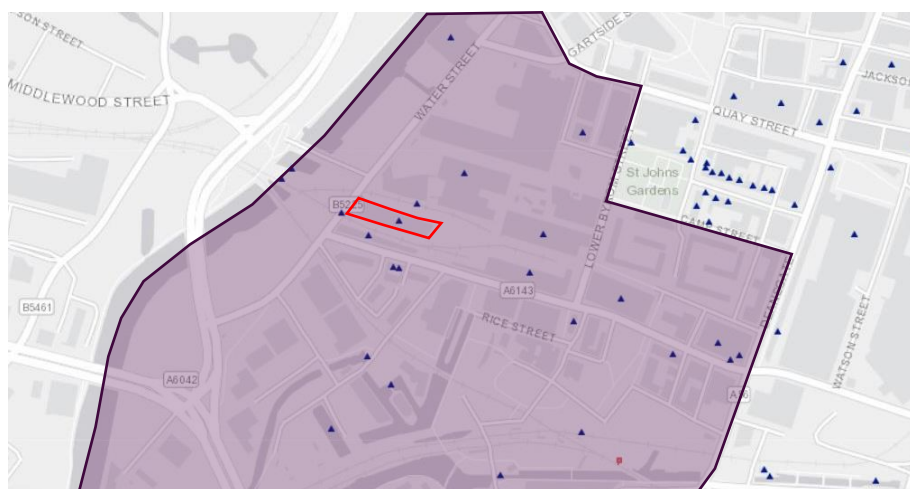


Figure 2: The 1830 Warehouse in its wider location, triangles indicating designated listed buildings and the conservation area shaded (extending beyond the extent of this figure).

The Context

- 1.3** On 18 May 2020 consent was granted for a programme of repairs and restoration to the 1830 Warehouse (refs: 124068/LO/2019). This consent and the works to the roof within this application are part of a larger programme of capital works investing in investigation repair and maintenance on the Museum's historic buildings. The works consented last year are moving into active phase of works
- 1.4** Currently there is no safe access to the roofs of the 1830 Warehouse. Such access is required to ensure that Museum staff can undertake regular inspection and so that contractors can safely undertake both routine maintenance and more specific repairs in a timely fashion to preserve the fabric of the listed building and its heritage values.
- 1.5** The current proposals have developed following discussions with MCC beginning in February 2019. The course of early discussions is detailed within the Design and Access Statement (DAS) by Studio Downie. The current proposal offers a less intrusive method for safe access to the roof with minimal physical intervention to the historic roof or internal spaces. This responds to the course of pre-application discussion and is a reduction in scope from a previous withdrawn application that involved permanent safety walkways and ridge line fall restraints.
- 1.6** Application drawings and a Design and Access Statement have been prepared by Studio Downie Architects, also responsible for the architectural package on the main repair project.

Heritage Assets and designations

- 1.7** Manchester Science and Industry Museum is housed in a collection of interrelated buildings, including the 1830 Warehouse. The 1830 Warehouse sits within an urban context where surrounding buildings, viaducts and bridges many of which are also designated assets (see Figure 2). The 1830 Warehouse, and the majority of museum buildings, also falls within the boundary of Castlefield Conservation Area.
- 1.8** The nature of the proposals for safe access to the roof are highly constrained in their location and external presence. Because of this the proposed work will not

have any effect on the significance of any of the nearby listed buildings, even where the 1830 Warehouse forms part of their setting.

- 1.9** Similarly, the nature of the works are so minor within the context of the Castlefield Conservation Area as a whole that its special interest, character and appearance will be entirely preserved. The important role that the 1830 Warehouse plays within the conservation area will be entirely preserved by the proposed works to the roof.

Purpose and Scope of this Statement

- 1.10** This Heritage Statement seeks to provide proportionate information on the significance of the asset with the potential to have its significance affected – the Grade I listed 1830 Warehouse. The significance will be expressed in terms of the four values set down within the National Planning Policy Framework. The specific contribution to significance made by those areas of the building where works are proposed will be detailed. The potential impact of the proposed access works on the significance of the building will be explored and assessed.

Methodology and Terminology

- 1.11** This report has been informed by desk-based background research including on line information from the Castlefield Conservation Area MCC web pages and information provided by SIMM including a detailed Conservation Management Plan (Kathryn Sather Associates 2007).
- 1.12** In addition, a site visit was made by HCUK Group during 2020, the roof was not accessed externally (due to health and safety restrictions, there is currently no safe access for untrained non specialist contractors) but the upper floors and areas around the Warehouse and museum were viewed. Other areas within the conservation area were also accessed including publicly available elevated vantage points (Hilton Deansgate Hotel).
- 1.13** Although identified within the list description as 'Old warehouse to north of former Liverpool Road railway station' this report will refer to it throughout as the 1830 Warehouse or 'the building' where appropriate. This is in line with current museum nomenclature, and other application documentation.

1.14 The list description also describes the building as having ten bays. This is true as reflected within the ten gables along its long sides. However, the building was designed to function as five independent bays, defined by the substantive brick internal walls which divide pairs of the gabled roof forms. This has continued to be reflected in the terminology used for the building today. Bay 1 is located at the western end with Bay 5 to the east. The following figure illustrates the museum's structure.

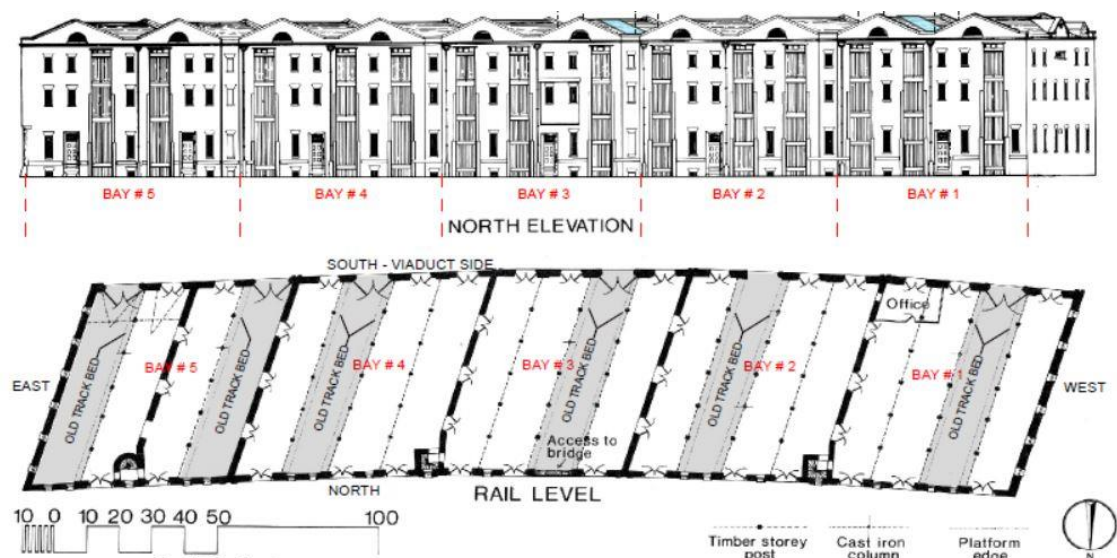


Figure 3: extract from the DAS showing the Bay division within the building utilised today (north is to the bottom of the image).

1.15 This application relates to changes at mezzanine level and above within Bay 2 and second floor and above within Bay 5 and on the associated single roof slopes within those bays.

Key Considerations

1.16 The key consideration presented within this report is whether or not the significance of the listed building is eroded or harmed by the proposed works. If such an effect is identified this report presents information on the level of that effect, the reasons and justification on heritage grounds for the work, and any heritage benefits that may arise in order to assist MCC with undertaking their statutory duty in determining the application. This report does not consider any balancing exercise that may be required in the event of harm being identified.

2. Relevant Planning Policy Framework

- 2.1** The decision maker is required by sections 16(2) and 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 to have special regard to the desirability of preserving a listed building and its setting when exercising planning functions. The decision maker must give considerable importance and weight to the desirability of preserving the significance of the listed building, and there is a strong presumption against the grant of permission for development that would harm its heritage significance.¹
- 2.2** There is a broadly similar duty arising from section 72(1) of the Act in respect of planning decisions relating to development within conservation areas.
- 2.3** For the purposes of this statement, preservation equates to an absence of harm.² Harm is defined in paragraph 84 of Historic England's Conservation Principles as change which erodes the significance of a heritage asset.³
- 2.4** The significance of a heritage asset is defined in the National Planning Policy Framework (NPPF) as being made up of four main constituents: architectural interest, historical interest, archaeological interest and artistic interest. The assessments of heritage significance and impact are normally made with primary reference to the four main elements of significance identified in the NPPF.
- 2.5** The setting of a heritage asset can contribute to its significance. Setting is defined in the NPPF as follows:
- The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.*
- 2.6** In this case although the 1830 warehouse falls within the setting of other listed buildings in the area, the proposed works are highly constrained such that the

¹ Barnwell Manor Wind Energy Limited v East Northamptonshire District Council and others [2014] EWCA Civ 137. This principle has recently been confirmed, albeit in a lower court, in R (Wyeth-Price) v Guildford Borough Council.

² South Lakeland v SSE [1992] 2 AC 141.

³ Conservation Principles, 2008, paragraph 84.

contribution that the 1830 Warehouse makes to those other listed buildings' settings will not change.

2.7 The NPPF requires the impact on the significance of the designated heritage asset to be considered in terms of either "substantial harm" or "less than substantial harm" as described within paragraphs 195 and 196 of that document. National Planning Practice Guidance (NPPG) makes it clear that substantial harm is a high test, and case law describes substantial harm in terms of an effect that would vitiate or drain away much of the significance of a heritage asset.⁴ The Scale of Harm is tabulated at Appendix 1.

2.8 Paragraphs 195 and 196 of the NPPF refer to two different balancing exercises in which harm to significance, if any, is to be balanced with public benefit. Paragraph 18a-020-20190723 of National Planning Practice Guidance (NPPG) online makes it clear that some heritage-specific benefits can be public benefits. Paragraph 18a-018-20190723 of the same NPPG makes it clear that it is important to be explicit about the category of harm (that is, whether paragraph 195 or 196 of the NPPF applies, if at all), and the extent of harm, when dealing with decisions affecting designated heritage assets as follows:

Within each category of harm (which category applies should be explicitly identified), the extent of the harm may vary and should be clearly articulated.

2.9 Paragraphs 193 and 194 of the NPPF state that great weight should be given to the conservation of a designated heritage asset when considering applications that affect its significance, irrespective of how substantial or otherwise that harm might be.

Local Policy

2.10 The key policy document relating to change in the historic environment of the area is the Manchester Core Strategy (CS) (2012-2027), adopted 11th July 2012. The Council's website states that 'It describes Manchester today and outlines our vision for Manchester in 2027'.

2.11 Policy EN 3 Heritage is the only wholly relevant policy in the CS; it states:

⁴ Bedford Borough Council v SSCLG and Nuon UK Limited [2013] EWHC 4344 (Admin).

'Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset'.

- 2.12** The Local Plan policy framework includes some 'Saved' policies from the former Unitary Development (UDP 1995). Policy DC 18.1 refers to Conservation Areas; Policy DC19.1 to Listed Buildings. These are only relevant if in essence they accord with policies as set down in NPPF 2019.
- 2.13** There are no supplementary advisory notes or publications relating to heritage. The 'Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD)' discusses design in general with only passing reference to the historic environment.
- 2.14** There is no formal Conservation Area Assessment and Management Plan (CAAMP) for Castlefield Conservation Area (CCA). Guidance may be taken from the MCC website (see above).

3. Understanding the asset

- 3.1** The following section is derived largely from the existing 2007 Conservation Plan (Kathryn Sather Associates, 2007) with additional information from the available historic section of the Castlefield Conservation Area Summary⁵. It presents a very brief historic background of the SIMM site along with more specific detail on the development of the 1830 Warehouse specifically. Following the historic background, the main characteristics of the building are described with a particular focus on the roof and third floor, the area of the proposals under consideration here.

Historic Background

- 3.2** From 1758-1761 the Duke of Bridgewater employed James Bindley to construct the first canal in Britain in order to transport coal from the Duke's mines at Worsley to Manchester. The success of this prompted the construction of the Rochdale Canal, opened in 1804. This made Castlefield the hub of the canal network which subsequently developed.
- 3.3** A large number of warehouses were also built alongside the canal system to supply the rapidly growing population of Manchester which was the fastest growing city in the world in the 19th century. It became clear that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station was opened on Liverpool Road in 1830, the buildings of which currently fall within the SIMM. The 1830 Warehouse was part of this transformative construction phase and was the first warehouse to be served by railways in a similar way that the canal warehouses had been in the years before.

⁵ [Castlefield and its buildings today | Castlefield Conservation Area | Manchester City Council](#)

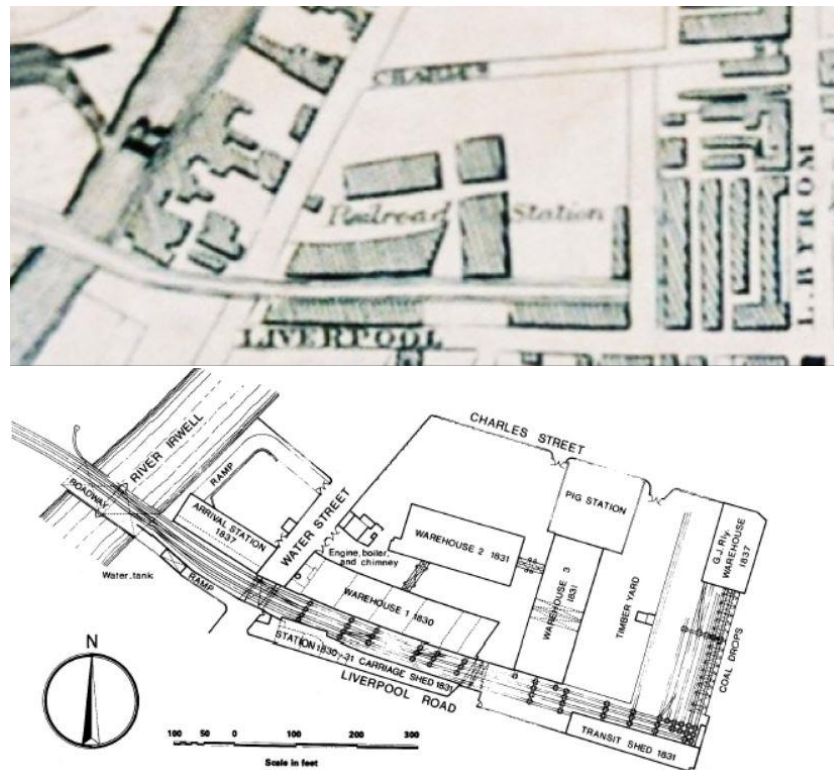


Figure 4: extract from Figure 3.3.3 within the CMP shows the early development of the site of the 1830 Warehouse to the north of the line with other goods sheds and warehouses around. The linear building to the south of the line is the passenger station building and carriage shed. Date of maps: c.1832 (top) and 1837 (below)

3.4

In 1844 Liverpool Road station closed to passengers but remained in operation as a goods station only. This became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. Further viaducts were constructed, extending as far as Central Station, which opened in 1879. The remains of the old town of Aldport, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, also known as the transport interchange building.

3.5

During the 20th century, industrial and commercial use of both the canal and rail networks declined until they were used only largely for leisure purposes. In 1975 the station was closed by British Rail. The railway complex at Liverpool Road was sold to a conservation group for £1 and was reopened as the Greater Manchester Museum of Science and Industry in 1983 with the Station Building and Power Hall open to the public.

The 1830 Warehouse

3.6 The 1830 warehouse was built by David Bellhouse Jr. There is no documentary evidence of the architect, although it is suggested that Thomas Haigh of Liverpool may have been the architect⁶. An alternative suggestion is that put forward in the list description, that George and Robert Stevenson were responsible for its design. Its footprint covers 320x70 feet and the building is slightly concave to the north, and convex to the railway line. It was built to provide warehousing facilities for the rail network. Each bay was designed to operate independently for vertical movement of goods through the building and between rail and road networks.

1830 Warehouse Phasing

3.7 After being built in 1830, the warehouse was altered in 1831 with the insertion of a mezzanine floor in the three bays nearest Water Street. An engine house was also built between the warehouse and Water Street in 1831, a water tank was also added to the top floor of the east end (Bay 5).

3.8 At some point after 1848, but presumably before the completion of the Grape Street Bonded Warehouse in 1869, the basement was adapted for storing wine and spirits. Security was increased by infilling the loading bay wells (except for one) and light wells and nailing metal strips across the underside of the floorboards that formed the ceiling.

3.9 The 1850 Ordnance Survey map (Figure 5) identifies the functions of the warehouse at that time listing: a butter room in Bay 1; groceries room in Bay 2; a spirit room in the western third of Bay 3; and, corn stores in Bays 3, 4 and 5.

3.10 In c.1870, the top floor and rail level were modified to accommodate the installation of hydraulically powered machinery.⁷ These modifications entailed the cross-bracing of affected roof beams and addition of new posts to support heavy hydraulic hoists in Bays 2 and 3, and the installation of a hydraulic crane in Bay 2 at rail level and the modification of the adjacent door to permit the rotation of the crane jib. As the crane made the internal rails redundant, the underlying rail trestles were modified to support a raised floor, which created a continuous level

⁶ Conservation Management Plan Gazetteer Entry Building 3: 1830 Warehouse (2007)

⁷ 1830 warehouse Gazetteer entry (2007)

floor throughout the bays at viaduct level. A canopy was added along the south elevation at this time to protect wagons on the nearest track waiting to be loaded or unloaded by crane. The northernmost internal doorways were widened for easier movement of goods. Evidence for these changes remains legible in the building's external elevations and in internal elements of the structure.

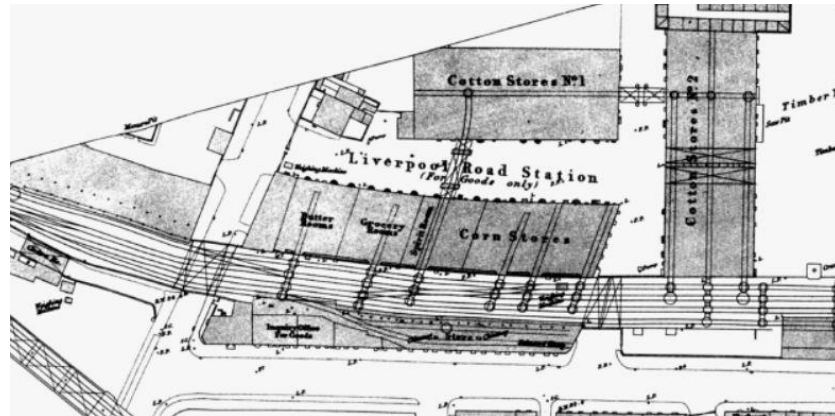


Figure 5: 1850 OS extract (CMP Figure 3.3.3). The engine house is the last narrow bay on the west.



Figure 6: Photograph dated to 1978 showing the western end of the roof without skylights, bay1 in the distance to part of Bay 4 in the foreground (provided by SIMM).

3.11 In c.1905, the engine house was demolished and replaced by a blue-brick building. This building was later used as a stable (1913) and office (1926), as a garage and store in 1935, and as a tyre store and fitters' workshop in 1961. The Warehouse

was also modified internally at unknown dates by the addition of partition walls that demarcated offices, most of which have now been dismantled.

3.12 In 1985-86, the easternmost bay of the Warehouse was altered for the museum by the replacement of the internal timber frame with a steel frame supporting reinforced concrete floors – the entirety of Bay 5 was to become the Electricity Gallery, opening in 1986. A ramp was built parallel to the east elevation where the entrance lies. Bay 5 opened as the Electricity Gallery in 1986.

3.13 In 1992-96, the remaining four bays were carefully restored by the repairing of the timber frame, followed by the installation of two lift and staircase cores with skylights installed above (compare figure 6 and 7). The restoration ethic at this time was to retain as much original historic fabric as possible and to make any new interventions clearly identifiable through the use of modern materials. Bay 4 was chosen as an area that would be repaired and preserved 'as was' with minimal intervention and a more traditional approach, it had the least post 1830 alterations. The roof was left uninsulated with traditional torching applied beneath the slates; timber replacements were achieved where necessary using salvaged period timber from the removals from Bay 5; the only change was the glazing of openings in the doors to prevent rain ingress. Elsewhere the roof was fully repaired with date stamped timbers, and insulated between the rafters, windows were glazed, and in Bay 3 the mezzanine was removed to create a more welcoming and spacious 'entrance' into the building.

3.14 During the restoration in the 1990s the 1830 Warehouse was upgraded to Grade I, the highest rank of listing.

Existing Conditions

3.15 The following provides a summary of the building's appearance and material characteristics followed by a more detailed description of the relevant areas affected by the proposal.

Exterior

3.16 The 1830 Warehouse is built in red brick in a Flemish bond. It has sandstone dressings and grey slate roofs, three storeys high, but two storeys at track level (south elevation) where the tracks are elevated. There are 10 individually gabled

bays arranged in pairs, with slotted pilasters between each pair. There is a moulded stone cornice (carried round the whole), and a small lunette window accentuating the gable of each bay. The gable copings are stone linked by short flat parapets which conceal the roof valleys. Windows feature wrought-iron window bars with mostly later glazing. The roof is a series of ten gables running north to south, covered in Welsh slate with leaded ridge rolls and two large later roof lights located in Bay 1 and Bay 3. A much smaller roof light is located to the left in Bay 1 over the location of the former drive wheel. The roof of Bay 5 has been re-slatted and the whole roof was insulated and re-laid in the mid-1990s restoration. There is an existing access hatch within the roof in Bay 5 and a further much smaller hatch in Bay 4.



Figure 7: Bay 1, southern façade showing typical details.



Figure 8: The roof today looking from Bay 1 to the east (Image from SDA).

Interior features:

3.17 In the interior of the warehouse, timber construction is visible throughout in the form of posts, spreader pads, joists and floor beams and planks, the mezzanine structures and the massive open roof trusses at third floor level comprising queen posts with two tiers of purlins. Other original features survive including trap doors, loading doors to rail and loading level, pivoting crane, hydraulic jiggers and partitioned offices.

The roof

3.18 European pine was used for the roof timbers internally which feature substantial queen post principal trusses with raking struts out to the principal rafters, which carry the purlins over on triangular chocks. The apex and ridge of the roofs are supported on minor king posts off the top member of the queen-post truss (Figure 9).

3.19 In c.1870 the top floor and rail level were modified to accommodate the installation of hydraulically powered machinery. This included the cross-bracing of affected roof beams and addition of new posts to support heavy hydraulic hoists in Bays 2 and 3 of the warehouse. Notwithstanding those changes the original roof structure is clearly visible and is a striking visual element of the upper storey's internal character.



Figure 9: Typical roof truss detail including supporting mezzanine post and deck as well as additional vertical member to carry equipment

Bay 2

3.20 The area of the proposed hatch sits in the central valley of Bay 2, on the western facing slope. Internally this area features the second floor mezzanine against the northern elevation, with an existing timber hatch set into the mezzanine between two windows. Various elements of the mezzanine, from their colour and texture, are restored timbers. The mezzanine deck has various fixtures including cabling runs and lighting fixtures, they are honestly applied and clearly identifiable as separate from the historic structure. The northernmost roof truss in this area is aligned with the edge of the mezzanine, between the common rafters the insulation installed in the 1990s forms the 'ceiling'.



Figure 10: Bay 2, area beneath the mezzanine with existing hatch marked with an arrow and (right) example of typical restored mezzanine structure.



Figure 11 (left): slightly more distant view towards the Bay 2 mezzanine and area of the proposed hatch, note the existing hatch is concealed by the substantial beam on the front edge of the mezzanine.

Figure 12 (right): looking up through the existing hatch to the common rafters between the purlins with modern insulated ceiling between.

Bay 5

3.21

In Bay 5 the historic internal structure was comprehensively removed in the works in the later 1980s to create the Electricity Gallery. In the central northern area of the proposals a spiral stair rises through to the third floor within a brick enclosure.

The stair does not exactly meet the existing floor levels within Bay 5 and its installation date is not known, it could be part of the 1980s work to create the Electricity Gallery or a later insertion (See photographs 5-9 within the DAS). It is clear that it is not the original stair configuration. Historic stair wells survive within Bays 2 and 4 comprising smaller square brick enclosures. A similar enclosure in the position of the current Bay 5 stair is indicated on the 20th century GOAD plans (CMP Figure3.3.3).

3.22 The character of the brickwork in the existing Bay 5 spiral stair, the cement pointing and concrete lintels as well as the curved enclosure are entirely modern and atypical for the building, it is certainly a later intervention into the building not an historic survival. There is a possibility that the metal spiral stair itself may be a salvaged item from elsewhere in the Museum buildings – potentially the power hall – but this is not confirmed. The CMP simply refers to this stair as ‘old but not original’. It has a simple form with embossed treads and hollow tread riser portions, the newel is slightly tapered with a flat section railing.

3.23 The stair enclosure does not extend through the second floor to the roof structure and redundant air handling plant projects above the top of the enclosure. The existing hatch to the roof level sits above the stair adjacent to the lowest purlin, boxed into the common rafters.

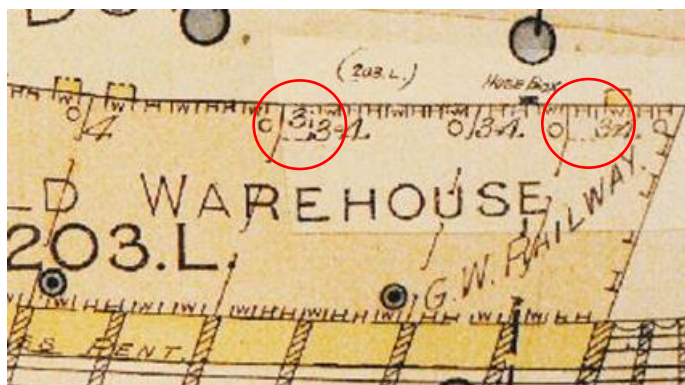


Figure 13 (left): extract from the 1913 GOAD Plan with the indicators of historic stair positions in Bay 4 and 5 circled.

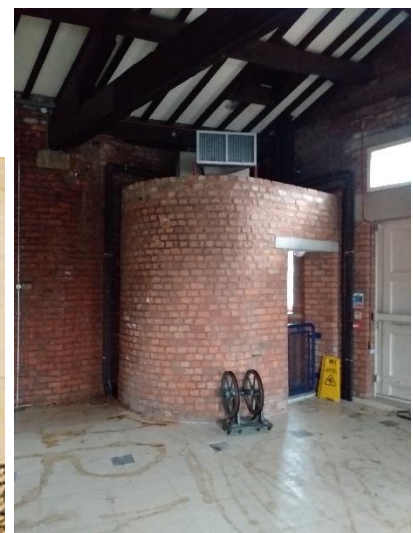


Figure 14 (right): the Bay 5 circular stair enclosure with hatch above.

4. Statement of Significance

- 4.1** Significance is inherently acknowledged in the listed status of the 1830 warehouse at the highest grade. Only 2.5% of listed buildings are grade I, indicating exceptional interest. Special interest is intrinsic to significance.
- 4.2** Significance is defined within Annex 2 of the NPPF as: *"The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting."* English Heritage's guidance document, 'Conservation Principles', additionally identifies significance as: *"The sum of the cultural and natural heritage values of a place, often set out in a statement of significance."* Conservation Principles utilises different terminology to describe strands of value but they overlap and are relatable to those set down within the NPPF.

1830 Warehouse

Architectural value

- 4.3** The aesthetic and design quality of the 1830 Warehouse is simple and robust and its architectural form, in conjunction with the adjacent tracks is immediately indicative of its specific function and use directly illustrating and giving evidence to it. The five double bays with simple but good quality detailing (pilasters, copings, regular bay rhythm) have a massive but regular and balanced quality spread over the gentle curve of the long facades. The building occupies a prominent position surrounded by transportation routes and its length provides a high positive contribution to the wider area, as well as its own intrinsic architectural value, that has shared context with other nearby buildings that followed on from its construction.
- 4.4** The requirements of the building's function are reflected and illustrated in the disposition of various openings as well as in the evidence of later adaptation, for example evidence in the western façade for the installation of the beam engine and flywheel that reflect and changing requirements which arose in some instances very early in the building's history. The form and layout of the building reflects the

technology behind the warehouse and replicates, to a degree, earlier canal warehouses, giving it a functional and illustrative value that has direct links to the earlier transport technology and showing adaption without significant innovation in the earliest years of the railway.

4.5

The materials of the building are ostensibly good quality but are not considered to be innovative or unique to the that period. They are instead typical of the early 19th century but, because of this, they give clear evidence to the period of the building and structural techniques of the age. Individual materials differ depending on their function – particularly in terms of wood choice from long straight Baltic timber in the roofs and posts to harder more durable African Oak for sills. The CMP highlights that a more traditional structural approach in terms of timber frame with brick wall materials was taken because of time constraints and because of the particular constraints of the building's form without regular right angles that would have rendered an iron framework construction too difficult within the time constraints imposed by the company. The innovative approach of the Manchester Building firms to adapt and construct the building to fit the difficult constraint of the curved viaduct adds to architectural interest. The primary roof trusses show clear evidence of this careful construction and engineering in the comprehensive set of carpenters' marks that give evidence of the careful pre-fabrication process to fit the irregular building where trusses did not necessarily form regular right angles to the walls. Other smaller timbers, individual floor joists or common rafters were cut on site to fit the specific requirements off any particular location after the major structure was in place.

4.6

The surviving original features such as the pivoting crane, hydraulic jiggers and trap doors also contribute to its technological historical interest to greater or lesser degrees. Historic hatches and openings between floors enable an understanding of the routes by which people and equipment moved between levels. The evidence for their insertion, where they are later adaptations, illustrates the expedient steps taken by the users of the building and there is an honesty of expression within the building where the structure and functioning aspects of remnant equipment and machinery are clearly visible.

4.7

The current access onto the roof within bay 5 appears to be contemporary with the works during the 1980s. The smaller hatch within bay 4 is considered to be an historic access point. Both features are secondary elements of the roof structure

and unrelated to the major structures of the trusses, that is their structure is not part of the truss structure but cut into and framed within the plain common rafters. Neither access point, or indeed any of the openings in the roof, is highlighted within the CMP of being key to the significance of the building but they are acknowledged as reflecting historic access points and the necessity through time of having access to the roof for ongoing maintenance.

Historic Value

- 4.8** The 1830 Warehouse has high historic illustrative and evidential value as the world's first railway warehouse. It represents the first instance in history where a railway company had need to build such a structure and embodies a distinct stage in the evolution of the history of transit. Its architectural form illustrates its historic function.
- 4.9** Not only is it the first railway warehouse but also forms part of a hugely important group – the most complete early railway station in the country, with viaduct, passenger station and river bridge, only the bridge that originally spanned the road has been replaced. Group historic value is further augmented through the location and relationship to the later Liverpool Road Station warehouses, and the warehouses of the Castlefield waterways. There is high contextual interest between the various buildings of this general period illustrating the transition from one mode of transport to another.
- 4.10** There is an associative element of value embodied in the links to the builders, a known Manchester firm, and other historic personages associated with the development of the railways and other buildings at this site including George and Robert Stevenson and to a lesser degree those firms and companies that used the warehouse itself. These associative links are not expressly legible in the building itself but are reflected and understood within the historic background and disseminated through the MoSI's use of the buildings themselves where the site and its buildings, and the people associated with them, are an important 'exhibit' in themselves.

Archaeological value

- 4.11** The warehouse is constructed of standard materials that are not considered rare or unique. Multiple phases of use and adaptation have left evidence within the building and this adds archaeological value, particularly where the specific nature of such changes might not be reflected in documentary records. Later phases of change and development since the Museum's creation were generally undertaken with a clear understanding of the importance of legibility of phasing to understanding the history of this place.
- 4.12** Below ground level the potential for the site to yield further information about the more ancient origins of the area, right back to Roman periods, is acknowledged.

Artistic and Communal value:

- 4.13** There is communal value in the current use of the building as part of the museum complex. It allows the industrial history of Manchester, as well as the wider history of early rail transport to be better understood and illustrated to visitors and museum staff. The success of the museum as an attraction to visitors, and as a valued aspect of the local community's cultural links to the past is a strand of value now embodied in the 1830 warehouse and other buildings of the museum.
- 4.14** At its opening and peek of functional use the railway station as a whole inspired engineers, writers, artists, cartoonists as the new age of railways offered excitement and amazement at the ingenuity and new opportunities of easy fast travel of both people and goods. The coming of the railways introduce change across Britain. It is the historic event and development of railways as a whole that formed this inspiration but as the 1830 Warehouse forms part of the earliest complete station group in the county there is a strong element of continuity and association with this period of artistic and engineering output that adds value to all the listed buildings in the group.

Contribution of setting

- 4.15** The setting of the 1830 warehouse, that area which contributes to its significance or which allows that significance to be understood and experienced extends around the building to varying degrees. The setting is not affected in any way by this

proposal and so this section is brief, serving only to acknowledge the importance of the setting to the building's significance in particular with regard to understanding its historic context as a building association with significant historic transportation routes and development and its group value with other structures both contemporary and later that make up a highly important collection of industrial buildings. There are no 'designed' views identified where the 1830 warehouse is intended as a focal point, though it is a prominent structure within the wider area. All views towards, past and around this building are incidental. This also applies to views out of other buildings towards the 1830 warehouse. Different aspects of the building's form and features are visible within these views, including parts of the roof structure to a greater or lesser degree. Views which could be considered as more meaningful – that is, making a greater contribution to the understanding of the building – are considered to be those from or including buildings of a contemporary period. These views, though all contain elements of later changes, have a degree of continuity with the past that aids understanding and interpretation of these buildings as a link to the past.

5. Heritage Impact Assessment

- 5.1** With reference to Appendix 1, the following section sets out judgements on the impact of the proposals on the significance of the Grade I 1830 Warehouse. This section should be read in conjunction with the Design and Access Statement and drawing pack prepared by Studio Downie.

Proposals

- 5.2** In brief the proposals are to create two new access hatches into Bays 2 and 5 of the 1830 warehouse roofs to facilitate safe access.
- 5.3** There is no safe access onto the roof at present, though there are hatches these have no ladders or points to fix and secure a ladder, varied surfaces below the hatches that do not provide a secure base point, and no secure platforms or areas on the roof itself to enable an individual to climb through the hatches onto a secure level surface. Ad hoc timber roofing ladders on the roof, hooked over the ridges, are understood to be entirely unfit for purpose today. The central valley in Bay 5 also features redundant M+E equipment

Options appraisal

- 5.4** In designing this scheme a series of options were considered prior to fixing on the current scheme. These options are summarised below as an explanation for the final proposal presented here.
- 5.5** The first option in any consideration is to do nothing and leave the situation as it is. This option would mean that moving forward, there is still no safe access to the roof. The building is undergoing a substantial phase of restoration and emergency repair. If these works are to reliably secure and maintain the future of the building they must be followed with a regular programme of inspection and ongoing maintenance, for which safe access is required. The current access to the roof does not facilitate this and the risk of doing nothing is that the roof and parapet areas continue without easy safe access and that deterioration, failures of roof tiles, lead, gutters or future damage goes undetected leading to decay, deterioration and

potentially worsening condition that negates the benefits of the current repair schedule.

- 5.6** Not creating safe access onto the roof does not facilitate or enable the ongoing preservation of this building's high heritage values and special interest but places it at risk.

Existing openings in the roof and existing vertical access routes

- 5.7** Bay 5 already has an access hatch and thus was considered the most obvious point for the focus of upgraded access.
- 5.8** Extending the existing stair core on the southern side of Bay 5 in its entirety up to roof was not considered appropriate due to proximity to what we considered a key external view from the viaduct. Bay 5 offers a 'natural' progression to extend the out of use but still functional spiral stair up to the roof as it felt appropriate to the type of stair, and it is extremely compact. The stair fabric is not original to the building though it respects and maintains an historic vertical route through the building.
- 5.9** Bay 4 also features an existing historic hatch, but this bay is the least altered bay, deliberately maintained as the best surviving historic character area during the 1990s restoration and including the historic 'torching' finish on the underside of the roof slopes. Altering this hatch to suit modern access and health and safety requirements for roof access was deemed inappropriate within the conservation ethic of the museum that seeks to preserve this bay as the least altered area of the 1830 Warehouse.
- 5.10** Bays 1 and 3 feature the modern inserted circulation cores with wide open well stairs within glass enclosures and beneath large skylights. These are the primary public routes through the building. Combining these routes with the more practical emergency access requirements was deemed inappropriate in terms of maintaining the quality of the visitor experience, and also the insertion of access hatches in the skylight areas would have disrupted the simplicity of their design and compromised light levels.

Number of openings required

- 5.11** Roof access points in each bay was swiftly recognised as unnecessary and far too impactful on historic fabric.
- 5.12** A single access point already exists in Bay 5 which as already identified could be adapted for safe access. Following a risk assessment it was clear that a second access point, at a point distant from the first, was required to enable emergency exit from the roof in the event of an incident. Bay 1 was deemed optimum as a best 'alternative' access point, i.e., at furthest point in other direction to Bay 5, but headroom did not work. Internally there is also a great deal of interest at roof level pertaining to the evidence for the early drive shafts and engineering power insertions at this end of the building.
- 5.13** Bay 3 was deemed too close to the Bay 5 access point and also contained the main public route in the centre of the building. Additional impact to the sides of this area was deemed less positive.
- 5.14** Bay 2 is at a suitable distance from the existing access in Bay 5. It has sufficient headroom. It also has an existing hatch within the mezzanine level that reflected historic access through this deck that could be adapted without inserting a new access visible from the main second floor. Bay 2 was deemed to offer a suitable option for a new access.

Existing openings in the Mezzanine

- 5.15** In gaining access elsewhere from Bay 5, re-using the position of historical hatches in the mezzanine was the best way minimise new physical interventions into historic fabric, there are several in the western half of the building, where a new roof access was identified as necessary.
- 5.16** Bay 3, as stated above, was too close to Bay 5 and of little benefit, Bay 4 was also ruled out as too close and because of the historic preservation factor within this bay. Positions on the shorter southern elevation of the building may / could have allowed longer views of changes to the roof from within the wider area and were ruled out for this reason.

- 5.17** Bay 2 features existing hatches within the mezzanine on the northern side of the building, the existing hatch falls between two windows in an area of sufficient head height bearing in mind the above options this location was chosen as the most appropriate in physical and historic terms for a new access point.

Physical Impact on fabric

- 5.18** The proposal will have some physical impact on the fabric of the building. Principally this will be as follows:

Bay 2 (SDA DRWG NOS. 260/PD/206C AND 260/PD/216C)

- The existing hatch within the mezzanine of Bay 2 will be adapted with additional trimmers to create sufficient depth to conceal and contain a drop-down ladder.
- Removal of part of the lower ends of 2 common rafters and associated roof slates above to insert the roof hatch and its frame.
- In the area of the access platform the area of roof slates will be temporarily uplifted and re-laid around the new platform, there will be minimal loss of existing slate in the areas of the uprights of the platform and associated flashing.
- Fixing points within the rafters and purlins to attach additional reinforcing timbers and trimmer beams.

Bay 5 (SDA DRWG NOS. 260/PD/205C AND 260/PD/215C)

- Upper portion of the existing non original spiral stair will need to be adapted to join to the new spiral stair rising to a sufficient level at the top of the enclosure wall.
- Upper wall enclosing stair will see the installation of a new deck and railing extending beneath the hatch, a fixed upright ladder will rise from the deck to the existing hatch.
- Area around existing hatch will be impacted slightly as the need is for a slightly enlarged opening to address the constraints of access.

- In the area of the platform the roof slates will be temporarily uplifted and re-laid with minimal loss of existing slate only in those areas of the platform uprights, which will be made good using traditional flashings.
- Fixing points within the rafters and purlins to attach additional reinforcing timbers and trimmer beams.

5.19 The physical impact to fabric has, wherever possible, been minimised both through a careful options appraisal described above and through the proposed design of the safe access system. Existing openings are used both as an access point within the mezzanine in Bay 2, and into the roof within Bay 5. Re-use of these areas and structures minimises further physical intervention as well as preserving legibility of existing circulation points within the building's structure.

5.20 As noted the roofs and mezzanines contain timber fabric much of which is original to the building's construction and where later changes are for the most part clearly recognisable. The common rafters are not identified as 'key' elements of the building's evidential value though their role in the roof structure overall is of course important – the single new hatch within Bay 2 and the slight enlargement of the Bay 5 hatch will not impact the hugely important primary trusses and will form a matched pair of clearly legible features associated with roof access. The mezzanine levels are historic, including hatches that indicate and illustrate routes of movement for people and goods through the building but in and of themselves any individual hatch is utilitarian in its construction and does not indicate or illustrate specific aspects of technological or material innovation. Taken as a whole the contribution to the building's significance and special interest made by the small area of common rafters that will be affected in Bays 2 and 5. The mezzanine hatch in Bay 2 will be affected in as much as it will become a slightly deeper enclosed hatch, rather than an opening. Its legibility as a point of access will remain. In bay 5 the much later added stair enclosure and spiral stair is not considered to form an integral part of the 'special' interest of the 1830 Warehouse, it is a later feature, not originating in this building and within an enclosure that is atypical from the general pattern of the historic stair enclosures, two of which survive in Bays 2 and 4.

5.21 Conservation is the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Change can occur within historic places and buildings without affecting special interest if carried out in a carefully considered way. In this case the most significant aspects of the building, that make a direct and specific contribution to special interest will be preserved. The removal of the proportionately very small amounts of historic timber is, on balance, a small-scale change which will not impair the significance or appreciation of the special historic and architectural interest of the 1830 Warehouse as a Grade I listed building. The removal of small portions of fabric is not considered to erode the architectural and evidential value of the listed building nor its historic illustration of a key moment in railway warehousing development. It does not erode the evidence for structural innovation and technology, nor the illustration of the functional aspects of the building.

5.22 The removal of parts of the common rafters to facilitate a larger hatch in Bay 5, and create a new opening within Bay 2 will not prevent or limit means of understanding the roof structure overall, the relationship of secondary rafter elements to primary truss and purlin structures. No additional elements of technological or engineering insertions or amendments to the roof will be affected preserving all elements of their contribution to significance.

5.23 In identifying all the above elements of preservation it is also important to acknowledge that the 1830 Warehouse is a Grade I listed building, its historic fabric is acknowledged to be highly sensitive and that even the plain and utilitarian aspects of surviving historic fabric to make up part of its special interest. Though the primary architectural and evidential values of the roof of the museum will be preserved minimal harm is identified through the loss of these small portions of fabric within Bay 2 to create the new hatch to the roof. In reference to the table of harm in Appendix 1 this change will be the lowest level of less than substantial harm, that hardly affects significance.

5.24 With respect to the hatch into the mezzanine, the proposal will see the adaption of an existing open hatch to containing an integral drop-down ladder. The appearance of the hatch in the underside of the mezzanine will change but the legibility of an historic point of access will be preserved and maintained. The adaptations to this feature are additive (i.e., new timber added to provide the necessary depth and cover) rather than subtractive so that the historic feature will be preserved. Similar to the roof hatch within Bay 5 the legibility of access points through the structure will be preserved, although the specific arrangement and form of access will

change. The proposed design of the hatch covering will incorporate timber cladding in an appropriate material so that the closed hatch will not be visually jarring within the context of the second floor, this change is not considered to give rise to harm – the historic fabric will not be eroded but preserved in situ along with the means to understand this position as one of access through to the mezzanine level.

- 5.25** The proposed alteration to the spiral stair will maintain legibility of the feature, in an historic stair position, but will affect only fabric that is a later insertion of uncertain provenance into the building – this area is important in illustrating a past vertical circulation route but is not of high significance in terms of the stair or its enclosure. The removal of the M+E plant will enhance the aesthetic appearance of the space in this area and the proposed simple iron railing and fixed ladder are entirely appropriate to the robust material and aesthetic qualities of the building as a whole.
- 5.26** The small alterations to fabric to create and construct the external elements of covered hatch and adjacent platform will introduce comparatively small and low key visual and physical changes to the roofscape. The materiality of the slate slope will run beneath the platforms and traditional lead flashing be used around the new features to blend in with the surrounding slate. The colouration of the new hatches will be specifically chosen to match the dark grey slate.
- 5.27** The low level of the hatches and platforms, located on the north side of the building and low within the roof slopes away from the main east and west sides, will mean that there is not anticipated any visible change to be perceivable from within the surrounding area. Even where publicly accessible higher vantage points are possible the character of the view will not change.



Figure 15: Publicly available view from the Hilton Hotel bar, the 1830 Warehouse is visible within this view and the proposed roof hatches will not alter its prominence or role within this view if they are visible at all.

Impact on significance

Architectural and aesthetic

- 5.28** The proposal will not erode the architectural and aesthetic values of the 1830 Warehouse. Its principal features embodied in the main structural envelope, the main facades and details, its material qualities, and its massive industrial scale will not be affected at all.
- 5.29** The small loss of timber, a small portion of fewer than 5 common rafters at a low level, close to the roof valleys and away from key views, that do not exhibit or illustrate particular elements of architectural value (jointing techniques, carpenters' marks, Baltic timber marks, engineering solutions, fixings for specific equipment within the building), despite being acknowledged as an erosion of physical fabric, is considered achievable without impacting significance. This has been possible because of the careful consideration of locations and format for the proposed openings as well as the design solution proposed.
- 5.30** None the less, the loss of historic fabric, within a building of this highest grade of significance does erode the evidential values contained within those portions of fabric. Bearing in mind the mitigation of careful design and the above identification that the key elements of significance are preserved this is identified as the lowest possible level of less than substantial harm.

Historic

- 5.31** The Historic values of the 1830 Warehouse will not be eroded by the proposals. The illustrative and associative values of the building will remain unaffected. The date of the alterations proposed will be marked onto new materials introduced so that the legibility of phasing will be entirely legible providing a legible addition to the museum's ongoing history and development.
- 5.32** The role of the 1830 Warehouse within one of the most important early railways building groups within the country will be preserved.

Archaeological

- 5.33** The areas proposed for change are not identified as contributing to archaeological value and thus no effect on this strand of value will arise.

Justification

- 5.34** Paragraph 194 of the NPPF identifies that

Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

- 5.35** Case law established in 2015 assists with the process for establishing whether something is justified. *R (Pugh) v Secretary of State for Communities and Local Government [2015] EWHC 3 (Admin)*, is relevant with regards to the matter of justification. While the case makes references to NPPF 2012 paragraph numbering the conclusions are still relevant and, at paragraph 53 of that judgement, Mr Justice Gilbart notes:

"Mr Harwood points out that paragraph 132 uses the phrase "clear and convincing justification". It might be thought difficult to be convincing without being clear, but it seems to me that the author of the NPPF is saying no more than that if harm would be caused, then the case must be made for permitting the development in question and that the sequential tests in paragraphs 132-4 set out how this is to be done. So there must be adherence to the approach set out, which is designed to afford importance in the balance to designated heritage

assets according to the degree of harm. If that is done with clarity then the test is passed, and approval following paragraph 134 is justified.”

- 5.36** The phrase ‘Clear and convincing justification’ falls within para.194 of today’s NPPF. We have identified that the lowest possible level of less than substantial harm has been caused the evidential values of the building, through the loss of very small portions of secondary structural elements.
- 5.37** There is a clear need for the works in order to secure the ongoing maintenance and preservation of the building and its heritage values. The building has the highest level of significance and sensitivity. The works have been carefully considered and designed and a full range of options and alternatives considered, including options presented to MCC for pre-application discussion and revised in an iterative process. The current scheme has minimised all physical impacts to the building and offers an extremely sensitive approach to provide the required safe access points.
- 5.38** The local authority must consider the balancing of this very low level of less than substantial harm against the public benefits of the proposal which include a major heritage benefit of securing the 1830 Warehouse with a viable ongoing use as significant historic building within the museum’s collection. Providing the safe access to the roof in the way proposed has been carefully designed to minimise both physical impact to fabric and visual impact within the both the building’s internal spaces and external envelope. It will secure means to undertake necessary ongoing maintenance and repairs in a timely fashion.

6. Conclusions

- 6.1** The 1830 Warehouse is a grade I listed building, it has the highest level of significance and thus its component parts have the highest degree of sensitivity. It is part of a group of exceptionally important historic buildings and structures and falls within the Castlefield Conservation Area, that is designated around the oldest centre of occupation within Manchester.
- 6.2** A comprehensive programme of structural repairs and conservation to the 1830 Warehouse is coming forward over the course of this year. In tandem with those works, the current application is presented to secure a solution for the future safe access to the roof of the building. This is required in order to enable museum staff and specialist contractors to regularly inspect the roofs and parapets externally and to execute small scale repairs swiftly to prevent issues becoming more substantive that might place the building and its heritage values at risk of deterioration or loss.
- 6.3** The proposals, through careful design and consideration, will affect very small areas of the building's secondary historic fabric, particularly within Bay 2 where there is not a roof hatch at present. We identify secondary fabric as those elements that do not directly illustrate function or key elements of technological or constructional history – the primary walls, major roof trusses, or retained jiggers or line shafts would be examples of primary fabric. The importance of all historic fabric within this building is acknowledged and recognised. The proposals do not affect those aspects of material evidential value that are key and critical to the building's special interest. At this level most particularly the open roof trusses will be unaffected, as will any evidence of the equipment and machinery within the open second floor and roof spaces. The mezzanine level will see a small visual change to one existing hatch, but the position of a hatch, its underlying historic fabric, and the legibility of access routes through the building's vertical levels will be maintained as the new use will still be for this purpose.
- 6.4** Conservation is the process of carefully managed change and change is not automatically equated with harm. The design of the proposals here have been carefully considered, and based on a close understanding of the significance of the building and its component parts. Various options were considered and the resulting proposal was concluded as the best in terms of the adequate provision of the

required safe access as well as the objective of maintaining the significance of the building. This report concludes that although The changes proposed will give rise to the lowest possible level of less than substantial harm. The proposals do not erode the fundamental heritage values – architectural, historic, archaeological – of this important listed building but will remove and erode small areas of evidential value contained within secondary timber roof rafters.

6.5

In identifying this low level of less than substantial harm paragraphs 196-197 of the NPPF are engaged and decision makers must balance this effect against the public benefit of the scheme. This report does not undertake that balancing exercise but does note that the objective of the proposals, to preserve and maintain the building through enabling regular safe access to the roof areas will secure in the long term the heritage values of the building which, without action, may be placed at risk if inspection and maintenance cannot be easily carried out.

Appendix 1

Scale of Harm (HCUK, 2019)

The table below has been worked up by HCUK Group (2019) based on current policy and guidance. It is intended as simple and effect way to better define harm and the implications of that finding on heritage significance. It draws on various recent appeal decisions and reflects the increasing importance being put on the contribution of setting to significance and the need to create a greater level of clarity within the finding of less than substantial harm (see the NPPF, paragraph 194-196). This has been proving more and more necessary and the table below goes some way to reflect the most recent updates (2019) to the guidance set out within the NPPG⁸

Scale of Harm	
Total Loss	Total removal of the significance of the designated heritage asset.
Substantial Harm	Serious harm that would drain away or vitiate the significance of the designated heritage asset
Less than Substantial Harm	High level harm that could be serious, but not so serious as to vitiate or drain away the significance of the designated heritage asset.
	Medium level harm, not necessarily serious to the significance of the designated heritage asset, but enough to be described as significant, noticeable, or material.
	Low level harm that does not seriously affect the significance of the designated heritage asset.

Heritage Collective, 2019

It is recognised that not all parts of a heritage asset will necessarily be of equal significance. In some cases, certain aspects or elements could accommodate change without affecting the government's objectives, which include "intelligently managed change", and which seeks to

⁸ See NPPG 2019. Section: "How can the possibility of harm to a heritage asset be assessed?". Paragraph 3, under this heading notes that "within each category of harm (which category applies should be explicitly identified), the extent of the harm may vary and should be clearly articulated."

ensure decisions are based on the nature, extent and level of significance of those heritage assets affected.

Change is only considered to be harmful where it erodes or negatively affects a heritage asset's significance. Understanding the significance of any heritage asset (along with any contribution made by its setting) is, therefore, fundamental to understanding the ability for the asset to accept change.

Standard Sources

<https://maps.nls.uk>

<https://historicengland.org.uk/listing/the-list>

www.heritagegateway.org.uk

<http://magic.defra.gov.uk>

www.history.ac.uk/victoria-county-history

The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition). Historic England (2017 edition)

Planning (Listed Buildings and Conservation Areas) Act, 1990

National Planning Policy Framework, 2019

National Planning Practice Guidance, 2019

Conservation Principles, Policies and Guidance, Historic England (2008)

Kathryn Sather & Associates (2007) Conservation Management Plan: MoSI Liverpool Road Station.

Kathryn Sather & Associates (2007) Conservation Management Plan: MoSI Liverpool Road Station. Gazetteer

https://secure.manchester.gov.uk/info/511/conservation_areas/972/castlefield_conservation_area/3