

MSI Station Building Roof



Heritage Assessment
February 2021

Buttress is a leading design studio providing architecture, urban design interiors and conservation design services.

Version history

Project name: MSI Station Building Roof
Project number: 9059
Client: Museum of Science and Industry

Rev:	Date:	Status	Name	Description
2	February 2021	PLANNING	Emily Green I Architect	Issue for Planning
1	February 2021	DRAFT	Jenna Johnston I Senior Heritage Consultant	Issue for comment

This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of Buttress being obtained. Buttress accepts no responsibility or liability for the consequences of this document being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on the document for such other purpose agrees and will by such use or reliance be taken to confirm his agreement to indemnify Buttress for all loss or damage resulting therefore. Buttress accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned.

Buttress

Buttress Architects Ltd.
41 Bengal St.
Manchester
M4 6AF

T: 0161 236 3303
W: www.buttress.net



Contents

1.0	Introduction	6
2.0	Policy Context	8
3.0	Understanding the Heritage	10
4.0	Assessment of Significance	16
5.0	Summary of Proposals	26
6.0	Heritage Assessment	28
7.0	Bibliography	30
8.0	Endnotes	32

1.0

Introduction

1.0 Introduction

1.1 Purpose & Scope of the Document

The Museum of Science and Industry are seeking to carry out a wholesale re-roofing project across the Liverpool Road 1830s Station Building roofscape. It should be noted that the 1808 Station Master's House sits outside of this scope.

1.2 Authorship & Acknowledgements

This assessment has been prepared by Jenna Johnston MA(Hons) MSc, Senior Heritage Consultant at Buttress. Supported by Lucy Ashcroft, Architect at Buttress. It has been informed by desktop research, site visit, and the 2007 Conservation Management Plan by Kathryn Sather Associates.

1.3 Methodology

The document surveys the heritage, providing an overview of any relevant or important information, to foster better understanding of the asset and its context. It does this through analysing the historical development of the building; its surviving fabric, and its position within the broader heritage context. This is followed by an assessment of significance, based on the information gathered.

Significance is assessed in relation to the heritage interests outlined by Historic England. The aim of the subsequent Assessment of

Significance is to understand the site through analysis of secondary information and physical evidence.

This report has been written in accordance with the guidelines set out in Historic England's Statements of Heritage Significance (2019).

The methodology for assessing significance is laid out in section 4.2 Approach, the methodology for assessing harm and benefit is laid out in section 6.1 Approach.

1.4 Gaps and Limitations

The report draws on existing research outlined within the 2007 Conservation Management Plan, with no new research being undertaken.

1.5 Location & Site Description

The site is situated within the larger Science & Industry Museum complex, located within the historic Liverpool Road Station. The Science and Industry Museum is located to the north-west of central Manchester, to the east of the River Irwell and within the Castlefield Conservation Area. The Liverpool Road 1830's Station building is one of two Grade I Listed buildings in the SIM complex.

The site is within close proximity to Deansgate, Spinningfields and the Castlefield Basin.

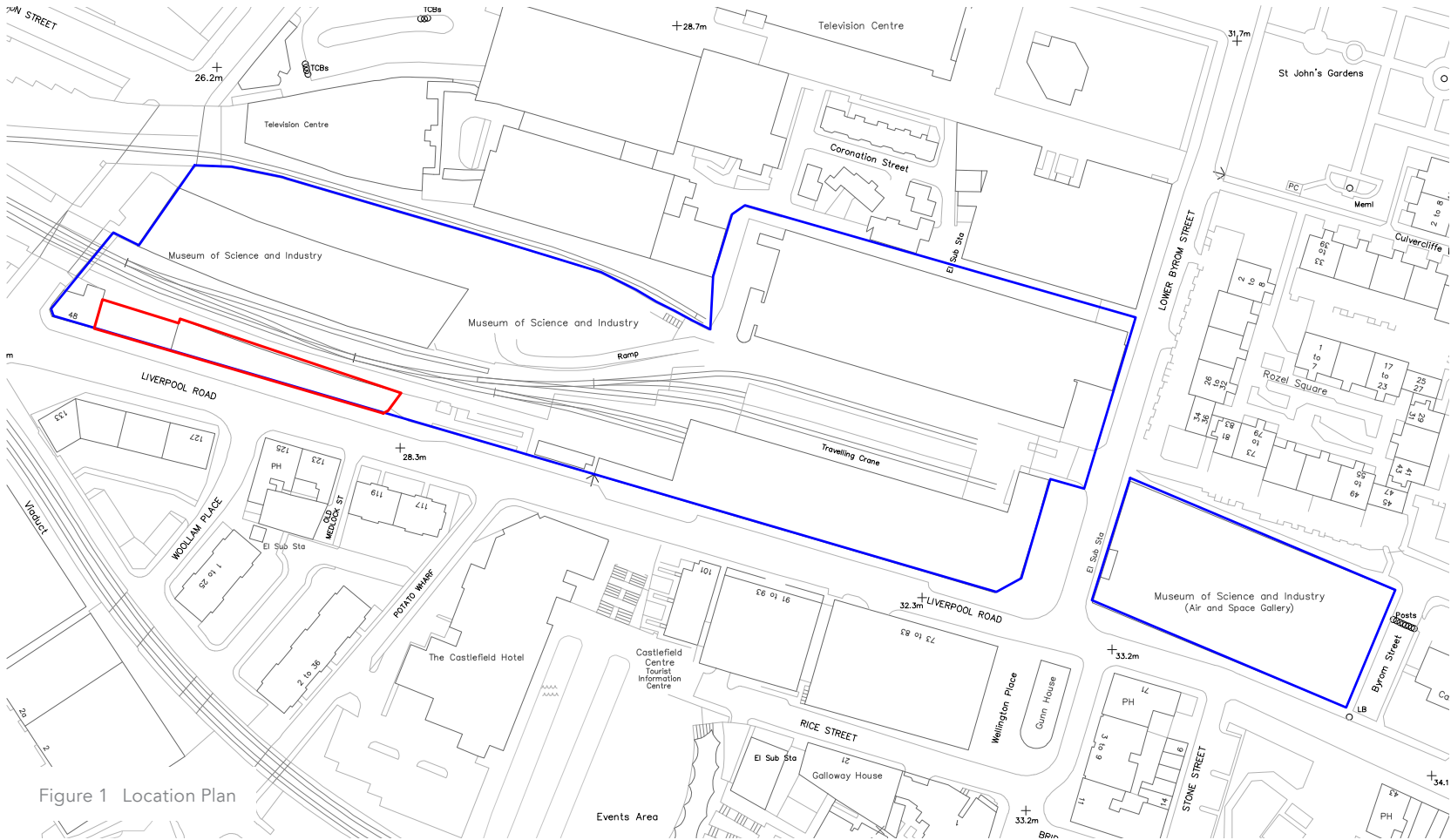


Figure 1 Location Plan



Figure 2 Roof Plan

2.0

Policy Context

2.0 Policy Context

In assessing the significance and potential harm of the scheme, in accordance with British Standards and ICOMOS guidance, the relevant legislation and planning policy in relation to this project are as follows:

2.1 Planning (Listed Buildings & Conservation Areas) Act 1990

The planning act is the legislative framework that underpins all operations within the historic built environment. It is the baseline for the designation of heritage assets, but also the structure through which Listed Building Consent applications are made, and powers enacted by Local Authorities. Its role in the Listed Building Consent process is its principal interaction with the proposed work covered in this assessment.

Section 66 of the Act outlines that ‘the provisions of sections 232, 233 and 235(1) of the principal Act, a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, listed buildings.’

2.2 National Planning Policy Framework (2019)

The NPPF lays out the structure for how local authorities should apply the policies adopted by legislation. The NPPF is the tool through which the core principles of the Planning

(1990) Act are enacted upon. It is through this framework that we approach the concept of harm and benefit in the historic built environment.

Section 16 identifies policies for conserving and enhancing the historic environment. This assessment has been created with the awareness that ‘the level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.’

This assessment takes section 189-192 on proposals affecting heritage assets into consideration. The assessment of heritage impacts is informed by sections 193-200. In summary, this relates to the proper understanding of the significance of an asset, the scale of change, the subsequent scale of harm, and the potential public benefit of the proposals.

The methodology for assessment informed by the NPPF is explored in [6.0 Heritage Assessment](#).

2.3 Historic England Guidance

As Historic England are the government’s statutory heritage advising body, this document has informed the core principals of Historic England’s emerging *Conservation Principles for Sustainable Management of the Historic Environment* (2017), and the 2008 existing adopted document. This has formed the

basis of understanding significance, managing change, and the implications of change.

This assessment of proposed works to the designated heritage asset have been informed by Historic England’s *Advice Note 12: Statements of Heritage Significance* (2019).

2.4 National + International Guidance

As the Planning (1990) Act and the NPPF do not provide methodologies for the assessment of significance, harm and benefit, it is common conservation practice to apply approaches outlined in British Standards BS 7913, and ICOMOS Guidance on Heritage Impact Assessments for Cultural World Heritage. The former is largely based on the latter, and forms a standard structure for assessment.

2.5 Manchester City Council Core Strategy 2012-2027

In accordance with the Planning (1990) Act and the NPPF, the local authority has the decision making power over heritage assets. The NPPF encourages local authorities to respond to the unique requirements of their area.

The Manchester City Council Core Strategy 2012-2027 lays out the following heritage-related policies:

2.5.1 Policy CC 9 Design and Heritage

The policy sets out that the City Council should seek to preserve or enhance the significance of designated heritage assets. New development must be of high quality and appropriate functions, paying particular respect to the context and character of the setting. The policy recognises the positive contribution that Manchester’s wealth of good quality historic built environment makes to the character and appeal of the city, and seeks to use this as an opportunity in the creation of new developments.

2.5.2 Policy EN 3 Heritage

The policy sets out the requirement for new development to respond to the character and features of the heritage context, and preserve and enhance the historic environment “where possible.” It encourages re-use and sustainability.

3.0

Understanding the Heritage

3.0 Understanding the Heritage

The understanding of a heritage asset and what makes it significant is fundamental to any proposed alteration or development. This section outlines the information about the site as it is understood at the time of writing. It is recognised that further information may come to light in the future that may alter our present understanding.

3.1 Description of the Heritage

The Liverpool Road 1830s Station Building is part of the Museum of Science and Industry and is one of two Grade I listed buildings in the SIM complex.

3.1.1 Listing Description

MANCHESTER

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

Also known as: Museum of Science and Industry, Liverpool Road Station
LOWER BYROM STREET. Passenger railway station at terminus of Liverpool and Manchester Railway, now part of museum complex. 1830, by George Stephenson for the Liverpool and Manchester Railway Company, with attached house of 1808, formerly occupied by station agent; altered. Red brick, the booking offices faced with sandstone

ashlar and stucco; hipped slate roofs. Rectangular plan parallel to street, with house to left and added range of former shops to right. Classical style. The BOOKING OFFICES, which back onto an embankment carrying the railway line at 1st floor level to the rear, have a 2-storey 4-bay facade (2:1:2:1 windows), symmetrical except for the 4th bay, with channelled rustication to the ground floor, panelled pilasters to the upper floor, a moulded cornice and high parapet with cornice and blocking course. The 2nd bay (the centre of the symmetrical portion, containing the entrance to the 1st Class booking hall) breaks forward slightly, has a large square-headed doorway with an architrave of coupled pilasters, moulded cornice and blocking course surmounted by a vase-pedestal sundial, and a recessed panelled door with rectangular overlight; and at 1st floor a tripartite sashed window with a cornice. The flanking bays have 15-pane sashed windows at ground floor flanked by wide segmental-headed tripartite sashed windows with glazing bars, and 12-pane sashes at 1st floor with moulded architraves. The 4th bay, containing the entrance to the 2nd Class booking hall, has a doorway at ground floor similar to the other but with single pilasters, and a 12-pane sash above like the others. Interior: separate booking halls and staircases leading to platform. Rear: 2 doorways to the platform with moulded stone surrounds, a tripartite sashed window to the left of the 1st Class doorway and a one-light sash to the left of the other. To the east, an added hipped-

roof platform canopy on slender iron columns (C20 offices with glazed screen wall inserted under this roof). The former HOUSE to the left of the booking offices, 3 storeys and 3 bays to the same height, symmetrical, has a doorway with pedimented stone architrave, sashed windows of 16 panes at ground and 1st floors and 12 panes at 2nd floor, all with raised sills and flat-arched heads, and modillioned eaves; and a double-splayed left corner to the return wall, with sashed and blind windows. To the right of the booking offices is a long 9-bay range, recently rebuilt or restored, formerly with shops at ground floor and a train shed above, which is stuccoed at ground floor, has coupled pilasters, 1st-floor sill-band, moulded cornice and high brick parapet (carried across from the booking offices), and most bays with symmetrical openings including a round-headed doorway at ground floor flanked by windows in segmental-headed blank arches, and 2 windows above. HISTORY: oldest surviving passenger railway station in the world; ceased to handle passenger traffic in 1844 (when Hunt’s Bank station was opened, now Victoria Station, q.v.), but continued in use as goods station until 1975. Forms group with Old Warehouse on opposite side of railway track (q.v.).

Listing NGR: SJ8295297867

3.2 History & Development

The history and development included here is illustrative. For further details, please refer to the 2007 Conservation Management Plan.

Liverpool Road Station is the oldest passenger rail terminal in the world. It was first opened on 15th September 1830. Trains that ran from the station linked Liverpool with Manchester. The station functioned both as a passenger and freight terminal until it closed to public use on 4th May 1844. The elegant, Grade I listed building was built in the style of the late Georgian period and is now under ownership of the Science Museum Group.

The Passenger Station (or Coach Offices) was built in 1830 and comprised the first and second class booking offices on street level and separate waiting rooms, accessed by separate staircases, on the first floor or platform level. It was intended for departures only, with arrivals descending from the other side of the track to Water Street, until a separate arrivals station was built on the other side of Water Street in 1837.¹

When passenger services terminated in 1844, the building was used for goods offices. In 1982, the Station was restored and turned into museum usage and the first class booking hall fittings reconstructed. The staircase to the second class booking hall had been removed prior to 1975.²

To the rear of the building at platform level, doors open on to the platform from each waiting room. Initially the space was left uncovered, but a roof was added in 1834. As of January 2019, the building was being used as offices.

The building was extended eastward in two stages; two carrier's offices were added in 1830 (distinguished by being stucco on both floors) and eight shop units were added in 1831 (stucco ground floor, bare brick at first floor), with the first floor serving as a carriage shed. From 1840 the Railway Company used the shop units as workshops. The building now contains the Museum's exhibition on the history of Manchester on the ground floor and basement, while the original carriage sheds have been partly glassed in to provide museum design studios and workshops, with the balance providing a picnic space. The exterior was reconstructed in the early 1980s and the interior remodelled to accommodate a continuous exhibition.³



Figure 3 Station Master's House and Station Building, c.1830 © Manchester City Council



Figure 4 Station Master's House and Station Building, c.1860 © Manchester City Council

(c) Manchester Libraries



Figure 5 Station Building c.1900 © Manchester City Council



Figure 6 Station Building c.1955 © Manchester City Council

(c) Manchester Libraries



Figure 7 Station Building c.1972 © Manchester City Council

(c) Manchester Libraries



Figure 8 Station Building c.1972 © Manchester City Council

3.2.1 Historic Maps

In 1824, much of the site between Liverpool Street and Charles Street lay empty up until the development of Liverpool Road Station in 1830. The 1808 Station Master's House is the only building on the site.

In 1860, the site of the Science & Industry Museum was now occupied by Liverpool Road Station and the 1830 goods warehouse. The Great Western Warehouse has a different position to its current day, and the Shipping Shed was a new addition.



Figure 9 1824

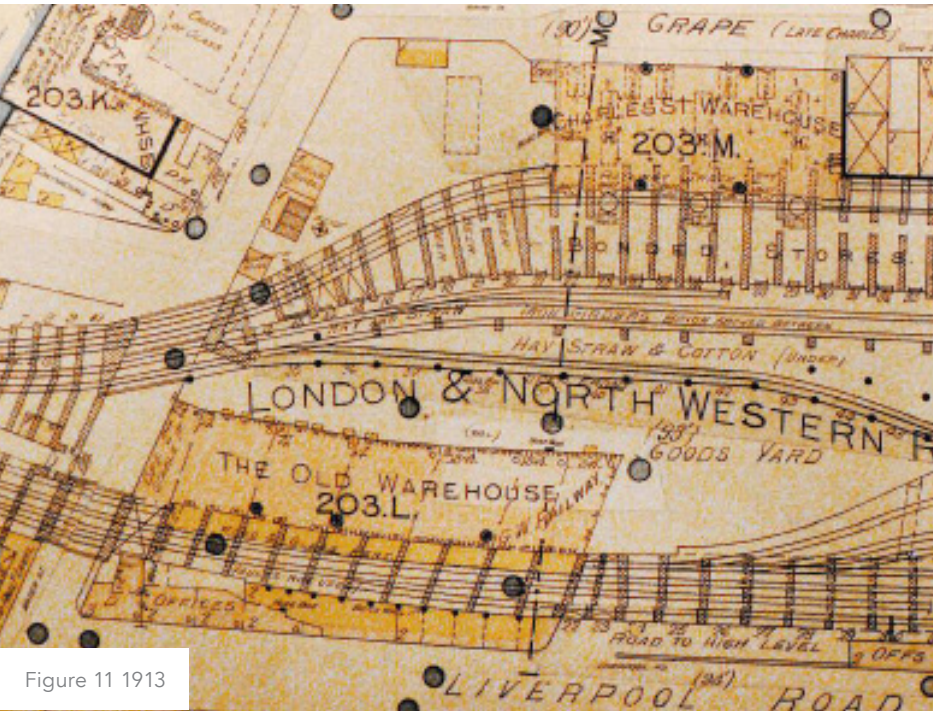


Figure 11 1913



Figure 10 1860



Figure 12 1949

3.3 Local Character & Distinctiveness

The Liverpool Road Station Building is part of the Castlefield Conservation Area. The area is designated due to remaining evidence 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.⁵

3.3.1 Local Context & Current Use

The Liverpool Road Station Buildings make a significant contribution to the streetscape of the area. The whole building is currently vacant due to issues with water ingress, but would usually form part of the exhibition spaces for the Science and Industry Museum.

The Listed Buildings adjacent to the site are as follows:

POWER HALL OF MUSEUM OF SCIENCE AND INDUSTRY

Designation Type: Listing

Grade: II

OLD WAREHOUSE TO NORTH OF FORMER LIVERPOOL ROAD RAILWAY STATION

Designation Type: Listing

Grade: I

RAILWAY VIADUCT LINKING BRIDGE OVER IRWELL TO LIVERPOOL ROAD STATION

Designation Type: Listing

Grade: II

FORMER COMMERCIAL HOTEL

Designation Type: Listing

Grade: II

123, LIVERPOOL ROAD

Designation Type: Listing

Grade: II

COLONNADED RAILWAY VIADUCT AT FORMER LIVERPOOL ROAD GOODS DEPOT

Designation Type: Listing

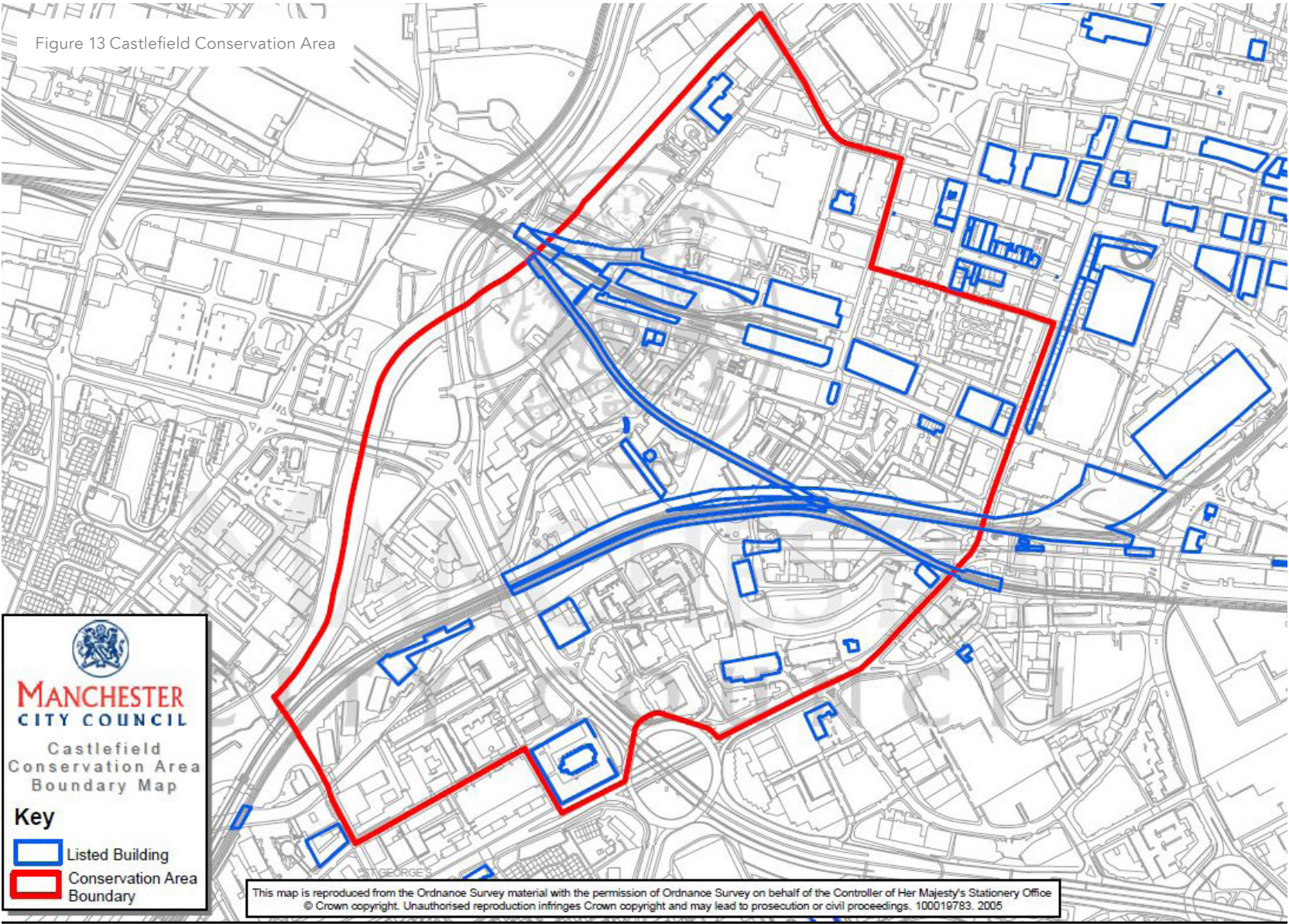
Grade: II

MANCHESTER MUSEUM OF SCIENCE AND INDUSTRY, FORMER LOWER BYROM STREET WAREHOUSE

Designation Type: Listing

Grade: II

Due the nature of the works there is no potential for impact on these heritage assets and therefore they have been scoped out from further assessment.



4.0

Assessment of Significance

4.0 Assessment of Significance

4.1 Introduction

The following assessment of significance identifies the heritage interests of the Liverpool Road 1830s Station Building at the Museum of Science and Industry, as outlined by Historic England’s guidance *Statements of Heritage Significance*, published in 2019. These categories for assessing interest are:

Archaeological Interest

There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Architectural + Artistic Interest

These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.

Historic Interest

An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation’s

history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

4.2 Approach

These heritage interests augment the foundation of “special historic or architectural interest” that underpin designation. Due to the inevitable intangible elements that these assessments must incorporate, it is not always possible to directly associate an interest to an element of fabric or space within a heritage asset. Therefore, the significance of fabric cannot be assessed on the same scale as the significance of a place’s heritage interests. Heritage interests must relate to what makes a place remarkable enough for formal designation, and therefore the significance of these interests must directly reflect the magnitude of that information.

Assessing the significance of elements of historic fabric, or historic spaces, should be directly linked to the authenticity and integrity of that which remains. The significance of fabric must be based on what we may learn or understand from how we currently see it. Building fabric can also enhance or obscure the legibility of the significance of a place. It is possible for inappropriate building fabric to obscure physical evidence of heritage interests.

These definitions allow for nuance between assessments of significance in relation to interests, and physical fabric, which results in different

responses when assessed for harm later. As a result, we propose the following separation in definitions:

4.2.1 In assessing the significance of heritage interests:

Exceptional Interest

Heritage interests having national or international importance, usually found where assets are designated at grade II*, grade I, scheduled monuments and UNESCO World Heritage sites.

High Interest

Heritage interests having national importance, usually found where assets are designated at grade II*.

Medium Interest

Heritage interests having regional importance, usually found where assets are designated grade II. Also, generally applies to Conservation Areas.

Low Interest

Heritage interests that make a positive contribution to their area, group or setting. Usually non-designated heritage assets and historic townscapes.

Neutral Interest

Historically unimportant. These ratings are intended to address the heritage values outlined below, and do not relate to the significance of specific buildings, spaces, or areas of fabric.

4.2.2 In assessing the significance of elements of historic fabric, or spaces:

Exceptional Significance

Exceptional historical or architectural interest that is intact and clearly legible. Making a fundamental and important contribution to the wider significance and understanding of the heritage.

High Significance

High historical or architectural interest that is intact and clearly legible. Making an important contribution to the wider significance and understanding of the heritage.

Medium Significance

Less special historical or architectural interest. Altered, with a less important contribution to the wider significance and understanding of the heritage.

Low Significance

Lost or little special historical or architectural interest, significantly altered or largely obscured.

Neutral Significance

Historically unimportant but having negligible impact on the heritage.

Intrusive

Historically unimportant with a harmful impact on the heritage.

It is also important to remember that the significance of a heritage asset is often more than the sum of its part. The significance of a place’s heritage interests and historic fabric must be viewed holistically for a complete understanding of the site.

4.3 Archaeological Interest

There is documented evidence of human activity on or adjacent to the site of Liverpool Road Station Building dating from the Roman period. The construction and development of the building is well-understood, therefore the archaeological interest is limited to any potential groundwork on site.

The archaeological interest of the 1830s Station Buildings is: **low**.

4.4 Architectural and Artistic Interest

4.4.1 Architectural

Liverpool Road Station occupies a prominent site. Apart from the 1830 road bridge over Water Street, which was replaced in 1905, all of the original Liverpool Road Station structures survive – the river bridge, the passenger station, the warehouse and the viaduct. Hence, in addition to their individual merits, the original structures have group value rooted in their mutual context.⁴

It is the Liverpool Road Station façade that forms the frontage of the site and although ‘none of the Station buildings was the work of a leading architect, nor designed as an exemplar of a particular architectural style’⁵ the overall aesthetic is suited to reflect the intended uses and importance of these buildings.

The long frontage gives the site an imposing presence and is a characteristic shared by many of the Victorian railway stations that

followed. The overall mass of the station buildings also makes an important contribution to the streetscape, particularly when viewed from one of the operational railway viaducts that cross Castlefield.⁶

The architectural interest of the 1830s Station Buildings is: **high**.

4.4.2 Artistic

The Coach Offices or Passenger Station section of the building has a façade that can be described as ‘modestly Greco-Georgian or Neo-Classical, but lacks the symmetry characteristic of that style.’⁷ The entrance for first-class passengers adds prominence by projecting slightly from the façade with an entablature supporting a baluster and a large window at first-floor level.

The artistic interest of the 1830s Station Buildings is: **medium**.

4.5 Historical Interest

4.5.1 Illustrative of the growth of railways

The Liverpool Road Passenger Station of 1830 is the only surviving original passenger station from the pioneering phase of railway development and is therefore the oldest passenger station in the world.⁸

Other factors include the short life of the single-platform station model, of which the Liverpool & Manchester Railway termini were the prototypes, and the early loss of the passenger service function. Nevertheless, Liverpool Road Station

has two undeniable claims to a place at the forefront of historic railway stations worldwide: its primacy and its completeness.⁹

The illustrative interest of the 1830s Station Buildings is: **exceptional**.

4.5.2 Association with David Bellhouse Jr. (1792-1866)

With a lack of firm documentary evidence for the architect(s) of the 1830 Passenger Station it is possible that the same contractor was used that built the 1830 Warehouse. This was David Bellhouse Jr., the second-generation head of a family building firm that was one of the largest in the country at the time.

The association with David Bellhouse Jr. is: **low**.

4.5.3 Communal

The communal interest of the Station Buildings lies in its landmark status, and the continuous use of the building throughout its history.

The Liverpool Road Station Society was formed in early 1978 with objectives to secure the restoration of the buildings for museum use and to promote Liverpool Road Station’s inclusion in the 150th anniversary celebrations. Society members were active in both campaigning for the Station’s preservation and assisting with preparations for the 1980 Great Railway Exposition.

The communal interest of the 1830s Station Buildings is: **high**.

4.6 Statement of Significance

The Liverpool Road Station is the oldest surviving passenger railway station in the world. Therefore, the site is of an exceptional level of significance on local, national and international scales.

The Station Building is Grade I listed and sits within the Castlefield Conservation Area. The significance of the structures making up the station buildings has been affected in the past by wholesale rebuilding (particularly to the 1831 shops and carriage shed). However, the Station Master’s House and First Class Booking Hall are the original construction with a remodelled interior. Even as a rebuild, the Coach Offices, Carriers Offices and Shops were still reconstructed generally in a like for like nature putting the buildings at the highest level of significance - ‘exceptional’.

In conclusion the heritage interests of Liverpool Road Station Buildings are consistent with its grade I designation.

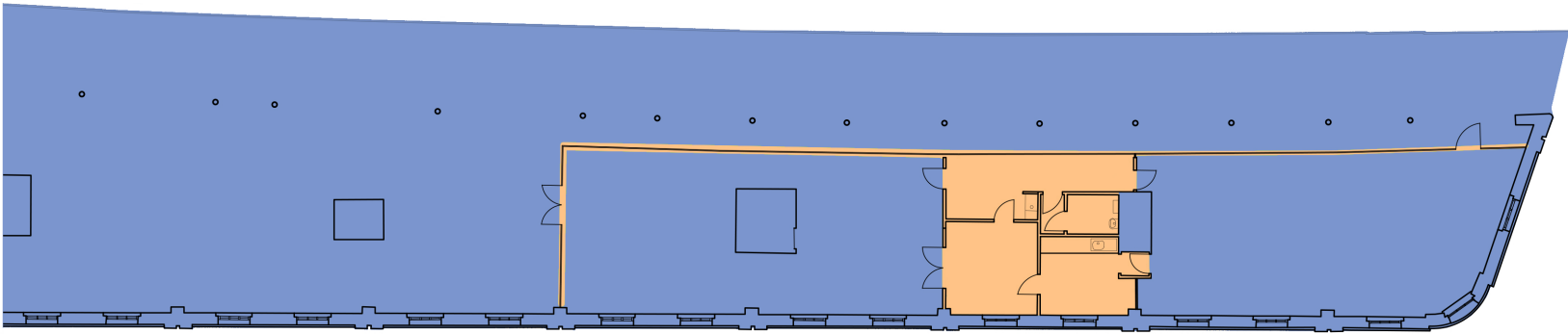
For more detailed information about the history and development of the Station Building, please see the 2007 Conservation Plan.

4.7 Significance Plans



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

Figure 14 Station Building Ground Floor



Exceptional Significance

Exceptional historical or architectural interest that is intact and clearly legible. Making a fundamental and important contribution to the wider significance and understanding of the heritage

High Significance

High historical or architectural interest that is intact and clearly legible. Making an important contribution to the wider significance and understanding of the heritage.

Medium Significance

Less special historical or architectural interest. Altered, with a less important contribution to the wider significance and understanding of the heritage.

Low Significance

Lost or little special historical or architectural interest, significantly altered or largely obscured.

Neutral Significance

Historically unimportant but having negligible impact on the heritage.

Intrusive

Historically unimportant with a harmful impact on the heritage.

Figure 15 Station Building First Floor

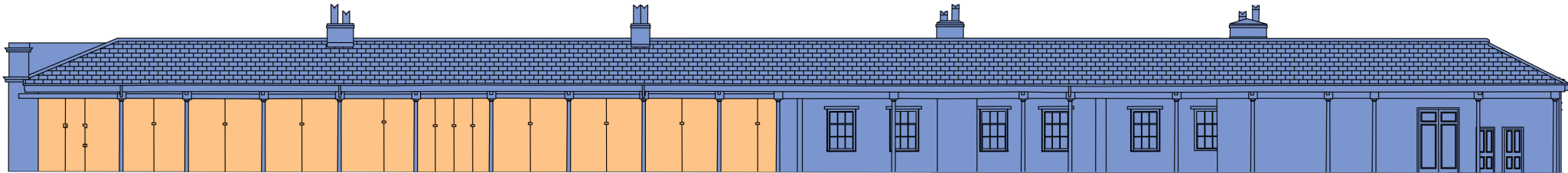


Figure 16 Station Building North Elevation

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



Figure 17 Station Building South Elevation

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



Figure 18 Station Master and Ticket Office South Elevation

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



Figure 19 Station Master and Ticket Office North Elevation

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



Figure 20 Station Building East Elevation

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

5.0

Summary of Proposals

5.0 Summary of Proposals

The proposals cover a wholesale re-roofing project across the Station Building roofscape (excluding the Station Master's House) to provide a fully wind and watertight external envelope at roof level across the whole asset and will allow for all necessary alterations, improvements and upgrades to be undertaken across all of the variant outlet types and rainwater disposal system as a whole.

5.1 Roof Coverings

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

5.2 Rainwater Outlets & Guttering

There are 5 different outlet types across the buildings which all require slightly different approaches. In general the proposals are to make amendments to the sumps (overflows), introduce a new lead lined internal trough and refurbish all of the cast iron rainwater goods including guttering, brackets, transition pipes, clips etc including resealing and renewal of corroding elements.

5.3 Access

The proposal looks to provide a permanent access point onto the roof within the south slope of the ticket hall roof. It is proposed to build upon the existing internal arrangement in this area and provide the access through a conservation rooflight. Furthermore, it is proposed to install two metal barriers, at each end of the parapet, as a means to visually deter individuals. The barriers

are to be well set back from the ends of the parapets to conceal and hide from ground level vistas.

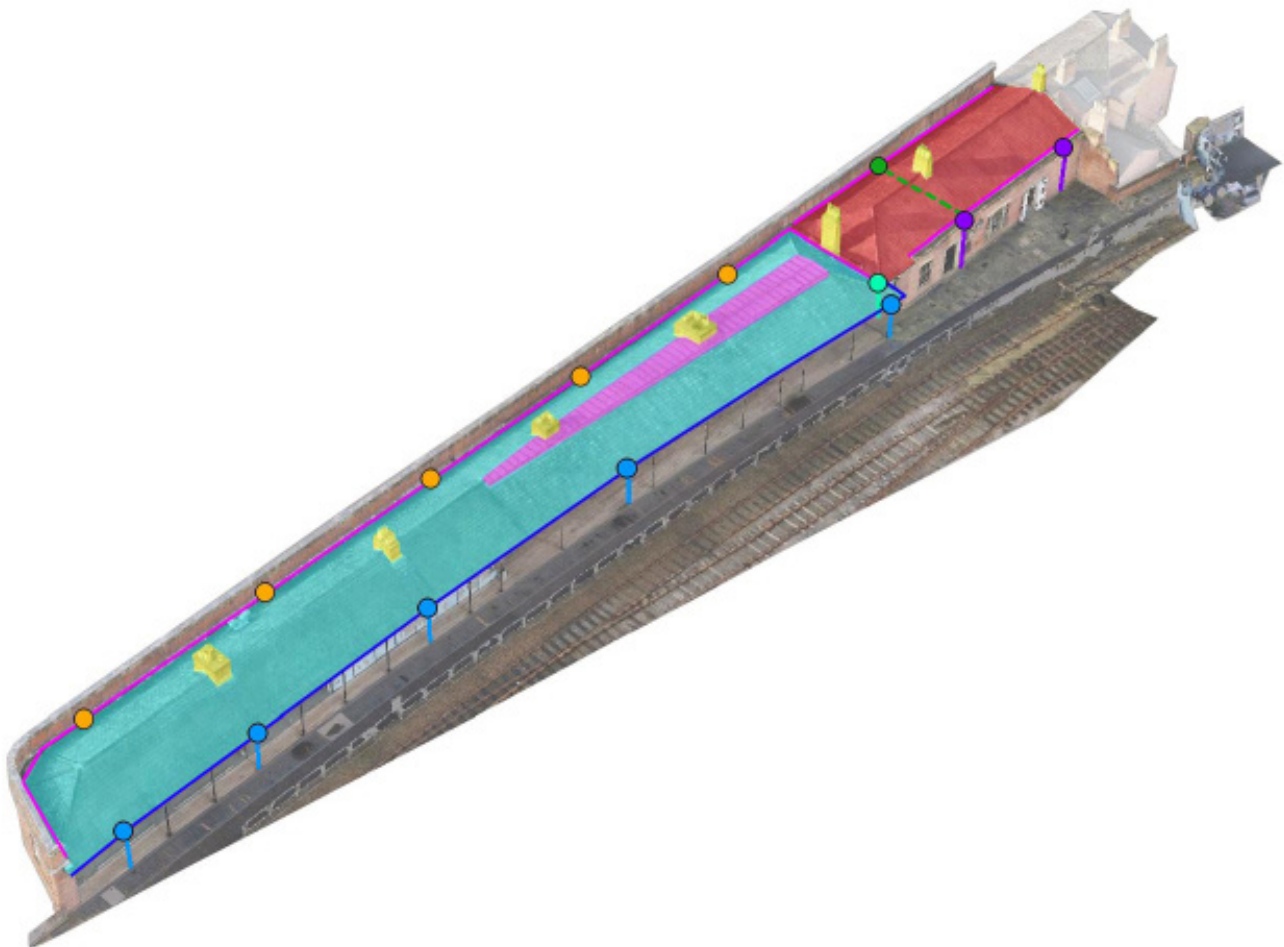


Figure 21 Proposed Roof Plan

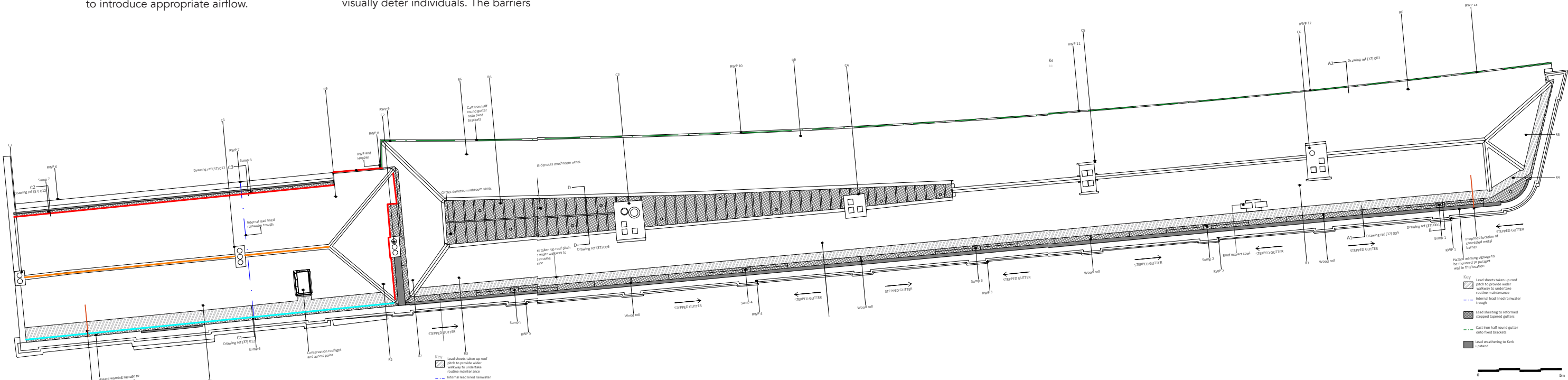


Figure 22 Proposed Roof Plan

6.0

Heritage Assessment

6.0 Heritage Assessment

6.1 Approach

The methodology for assessing heritage impacts has been informed by British Standards and ICOMOS. As British Standards is based on the ICOMOS methodology, we have incorporated the ICOMOS scales of change and impact for completeness. The ICOMOS scale of value of a heritage asset operates on the understanding that a UNESCO World Heritage Site is of the highest value, with a subsequent descending scale. On this understanding, the Liverpool Road Station Building would be considered “High” The interests explored in [4.0 Assessment of Significance](#) vary between low and exceptional.

6.2 Impact of Proposed Works on Heritage Interests

6.2.1 Archaeological Interest

The low archaeological interest of the site relates to the potential for underground archaeology. As there are no proposed groundworks in this programme of works, there is no change to the interest, and therefore the impact is **neutral**.

6.2.2 Architectural & Artistic Interest

The architectural interest of the 1830s Station Buildings is high, and the artistic value is medium. A negligible change to the historic fabric is proposed, resulting in a slight impact on the architectural interest. The replacement works

and amendments to the rainwater outlets and guttering are also likely to provide some tangible benefit to the significance through some works to repair and re-decorate the historic fabric, resulting in a minor beneficial impact.

6.2.3 Historical Interest

The historical interest of the Station Buildings, is mainly identified as exceptional, with some low. As the proposed works do not constitute any long-term change to these interests, the scale of change is no change, and the impact is **neutral**.

6.3 Impact of Proposed Works on Historic Fabric

The Liverpool Road facade is the most significant aspect of the building and the structure is rated as high significance. Although the significance has been affected in the past by wholesale rebuilding (particularly to the 1831 shops and carriage shed) with the only the First Class Booking Hall being the original construction.

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

of work, and some required repair and limited re-decoration works to enhance the significance of the existing building. This assessment recognises that the removal of historic fabric is wholly exceptional, however, the clear reinstatement methodology, led by contemporary conservation philosophy, mitigates the extent of harm The proposed works therefore culminate in *minor less than substantial harm*.

6.4 Mitigation

The areas/elements proposed for repairs or amendments have been carefully considered and consulted upon in order to ensure the needs of the project are met, and the scale of harm can be minimised. All fabric proposed for removal will be replaced in a sympathetic manner. Some limited re-decoration works will also be incorporated, taking the opportunity of the fabric intervention to carry out further works.

6.5 Justification

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

VALUE OF HERITAGE ASSET	SCALE & SEVERITY OF CHANGE/IMPACT				
	No Change	Negligible Change	Minor Change	Moderate Change	Major Change
For WH properties Very High - attributes which convey OUV	SIGNIFICANCE OF EFFECT OR OVERALL IMPACT (EITHER ADVERSE OR BENEFICIAL)				
	Neutral	Slight	Moderate/Large	Large/Very Large	Very Large
For other heritage assets or attributes	SIGNIFICANCE OF IMPACT (EITHER ADVERSE OR BENEFICIAL)				
Very High	Neutral	Slight	Moderate/Large	Large/Very Large	Very Large
High	Neutral	Slight	Moderate/Slight	Moderate/Large	Large/Very Large
Medium	Neutral	Neutral/Slight	Slight	Moderate	Moderate/Large
Low	Neutral	Neutral/Slight	Neutral/Slight	Slight	Slight/Moderate
Negligible	Neutral	Neutral	Neutral/Slight	Neutral/Slight	Slight

Figure 23 ICOMOS Guidance on Heritage Impact Assessments

Major beneficial	Moderate beneficial	Minor beneficial	Negligible beneficial	Neutral	Negligible adverse	Minor adverse	Moderate adverse	Major adverse
------------------	---------------------	------------------	-----------------------	---------	--------------------	---------------	------------------	---------------

Figure 24 9-point scale of impact

No Change	Negligible Change	Minor Change	Moderate Change	Major Change
No material change to the heritage asset or its setting.	A small change or alteration, but unimportant. Having no visual or indirect impacts on the asset or its setting. Slight changes to use or access.	A small change to an element of fabric or setting that results in a noticeable difference. Limited indirect impacts or changes to character.	Changes to an element, including replacement, or insertion of a new element, where it the asset or its setting has clearly been modified. Noticeable indirect impacts,.	A change of great extent, including the complete removal of an element. Changes to most or all of the asset or its setting. Total alteration of the asset. Extreme indirect impacts.

Figure 25 Definition of types of change

7.0

Bibliography

7.0 Bibliography

Kathryn Sather & Associates. Liverpool Road Station, Museum of Science and Industry: Conservation Management Plan. June 2007.

8.0

Endnotes

8.0 Endnotes

1	Sather, 13
2	Sather, 13
3	Sather, 14
4	Sather, 106
5	Sather, 93
6	Sather, 109
7	Sather, 48
8	Sather, 105
9	Sather, 93

Buttress

Architects | Masterplanners | Heritage Consultants