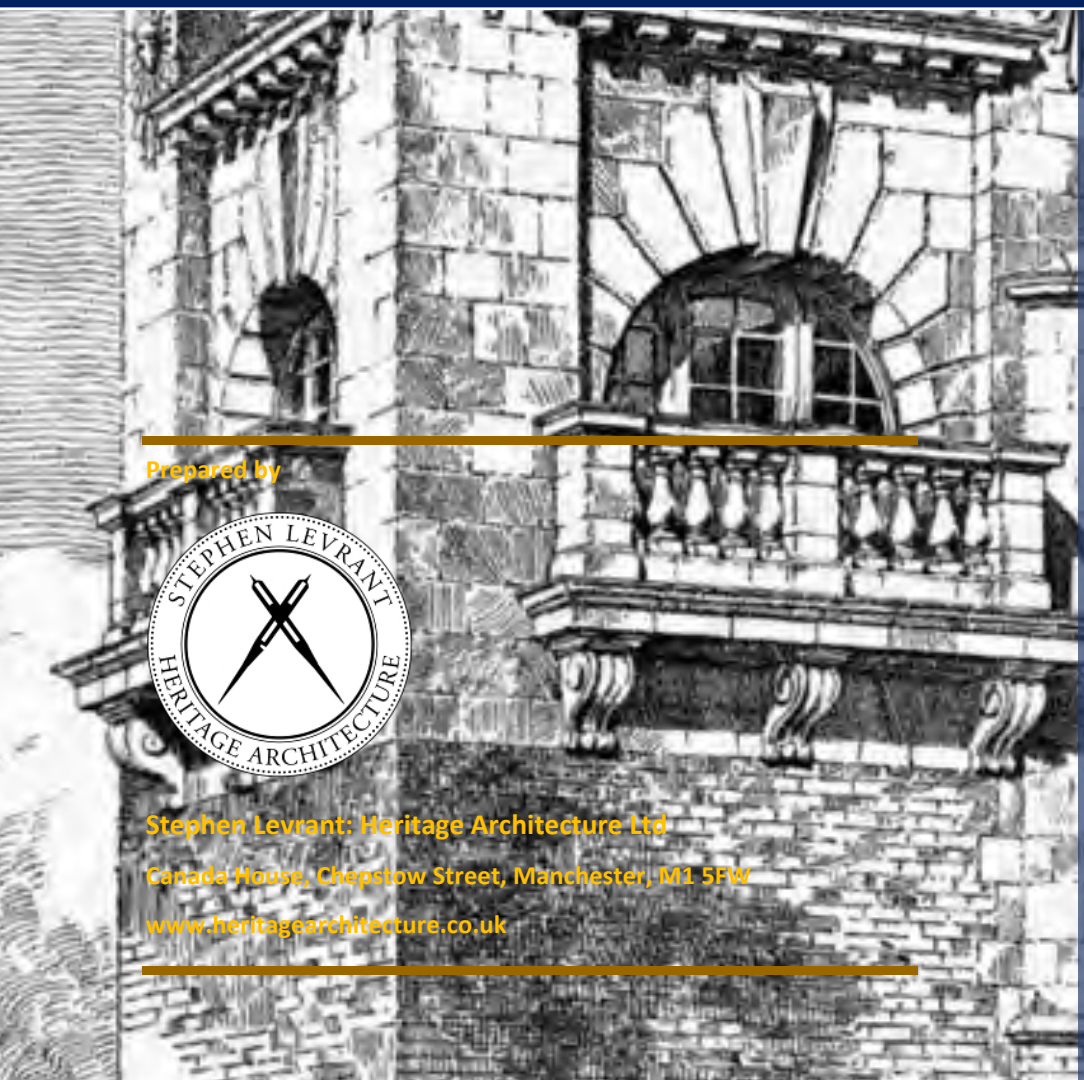


London Road Fire Station, Manchester. M1 2PH.

Heritage Statement. Part 1. Volume 1. Significance Appraisal.



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London Road Fire Station. Heritage Statement. **Part.1 Volume 1**. Significance Appraisal.

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NB.

1. **The appendices to this document (*Part 1. Volume 1*) are located in the accompanying SLHA Ltd document titled: *London Road Fire Station Heritage Statement: Part 1. Volume 2. Appendices.***
2. **The Heritage Impact Assessment is included as Part 2 of the Heritage Statement.**

Executive summary.



EXECUTIVE SUMMARY

1. Stephen Levrant : Heritage Architecture Ltd was commissioned by Allied London to work with the project team, and prepare a '**Heritage Statement'** to support the **revised proposals** to convert the grade-II* listed former-Fire Station (LRFS) into a sustainable new use. The proposals essentially comprise the conversion of part of the building to a hotel, with other spaces adapted to become workspaces and are described as:

   "Refurbishment, restoration, reconfiguration and extension of former London Road Fire Station site to create a mixed use development comprising of hotel (Use Class C1), workspace/office (Use Class B1, D1), commercial floorspace for shop and food and drink uses (Use Classes A1, A3 and A4), residential apartments (Use Class C3) and leisure uses (Class D2), together with access and highways works, servicing, rooftop plant, landscaping and associated works".

   The revised proposals amount to a reduction in direct and indirect heritage impact from the consented in the extant Planning and Listed Building Consents (MCC Planning references: 116099/FO/2017 & 116100/LO/2017).

2. The purpose of this **Heritage Statement** is, therefore, to define the ***heritage significance*** of the building and its setting (**Part 1, Volumes 1 and 2**) and then evaluate the ***heritage Impact*** on the fabric, character and experience of the identified heritage assets (**Part 2**). The impact assessment (Part 2) comprises an assessment of the **direct heritage impact** *(i.e. change of use and physical impact)* and the **indirect heritage impact** *(i.e. visual change to the character and experience of other heritage assets)*. However, it will be noted that the **revised proposals** have no significant additional impact on the outward facing historic fabric, the conservation area or adjacent listed buildings. Therefore, the Heritage Impact Assessment (Part 2) is focused on the **direct heritage impact** (i.e. the physical change to the fabric and character of the building). The indirect impact is consequently not considered in the Heritage Statement.

3. The structure of the document is consistent with the requirements of the NPPF 2019, paragraphs 189 and 193, and Historic England's guidance on the form of 'Statements of Heritage Significance' (Oct 2019). It utilises a tailored form of the ICOMOS heritage impact evaluation method to ensure clarity and that the conclusions are evidence based and consistent. Therefore, **Part 1**, the heritage significance appraisal, considers the relative architectural and historic interest and the consequent sensitivity of the grade-II* listed former fire station, as the baseline to subsequently measure the impact of the proposed alteration and conversion works (**Part 2**).

4. London Road Fire Station (LRFS) was designed at the turn of the 20th century by architects Woodhouse, Willoughby and Langham, based on detailed sketches by the station's newly appointed Chief Officer, George William Parker. Parker provided a detailed brief for the emerging building type, to frame the architects' appointment and designs for the new Headquarters for Manchester's Fire Brigade. The station was completed in 1906, as an exemplar of its type, designed to operate with horse-drawn vehicles at a transitional time for Fire Services as motor-vehicles were being introduced. The scale and detailing of the station anticipated the need to

accommodate large engines and is characterised by its subtle integration of multi-purpose uses, hence its suitability to be adapted to a range of modern commercial uses.

5. The architectural form of the LRFS has been described as *"Ebullient Edwardian Baroque, with turrets, domes, corner tourelles, and tall south-east tower with domed belfry*". It was notable for its state-of-the-art fire service facilities, as well as the variety of uses within the building complex accommodating: a bank, a police station, a coroner's court, and ambulance station, and a gas-meter testing workshop. The station complex also provided workshops, housing and recreational spaces for firemen, police officers and their families. However, the dominant character of the building is that as the headquarters of the Manchester Fire Service.

6. During the time of its construction and inauguration, the Fire Station, the architects and Chief Officer were widely praised, and the building received extensive positive coverage as a significant landmark within the city. 'Fire Call Magazine' reported in 1905 that, "*Chief Parker is the man who in a few months will have made the finest fire station in this round world."* The architectural form of the fire station complex has been widely-lauded as an exemplar of its type. It served its original purpose for 90 years, until being finally decommissioned in 1986 (following the provision of a new city fire station at Thompson Street). The Coroner's Court was closed in 1998.

7. The landmark building was acquired by Britannia Hotels in 1986, sold with the planning approvals for conversion to hotel use. However, the various consented schemes were not implemented, and the building was simply used for bulk storage and as a workshop. The under-use of the building led to minimal maintenance and a deterioration in the historic fabric. In spite of the undeniable architectural, historical and social significance of the building, its neglect coupled with a lack of adequate maintenance, led to the building being added to Historic England's *"Buildings At Risk Register"* in 2001 which initiated a series of initiatives to secure the building's long-term future.

8. Therefore, the Heritage Significance appraisal (**Part 1**) of the Heritage Statement analyses the architectural values and significance of the building as a whole, defining the relative significance of its surviving components. The building is also evaluated as a landmark contributor to the wider historic environment and the experience of the building complex. The aim is to present a comprehensive appraisal of the complex in terms of its intrinsic architectural and historic interest, measured against the range of values described by Historic England's 'conservation principles' (2008) and in accordance with its October 2019 guidance on heritage interest. Thus, the tangible and intangible values of the building are considered to enable conclusions to be drawn on the relative significance of the building as a whole. The significance conclusions were used to inform the design-development and thereby refine the detailed options as appropriate to its grade-II* listed status.

9. The **Part 1**, significance appraisal confirms that, despite the years of neglect, and the catalogue of alterations to the original (1906) fabric, the London Road Fire Station retains its fundamental architectural and historic interest and thus, continues to merit its status as one of Manchester's (and the nation's) most outstanding heritage assets. The most significant parts of the fabric of the original building largely remain intact, notably characterised by the terracotta and faience

elevations, as well as glazed-bricks which were widely used across Manchester at the turn of the C20th, in particular in the Whitworth Street Conservation Area.

10. The combination of Parker's detailed operational brief and the determination of the City Council to create an outstanding building, as well as the flair of the architects, resulted in an impressive, iconic exemplar of its period and building-type which remains of national significance. The multi-use of the building was enhanced by the adoption of the highest-standards for its time, accommodating a unique and complex set of functions. This iconic landmark, which housed so many community-oriented activities and events, is material witness to the commitment of the Manchester Fire Brigade to the city, granting them a cherished position in the hearts of the local community. The

11. The detailed heritage significance appraisal (**Part 1, Volumes 1 & 2**), therefore, meets the information requirements of the NPPF, paragraphs 189 and 193 and will enable the Council and Historic England to base their decisions on detailed analysis of the sensitivity of the building's fabric and character.

12. **Part 2** of the Heritage Statement is the Heritage Impact Assessment (HIA) is included as a separate document but should be read with **Part 1**. The NPPF requires that, when considering the direct and indirect impact of a proposed development on the significance of identified designated heritage assets that great weight is given to their conservation. The purpose is to avoid or minimise any unmitigated 'harm' which might diminish the heritage value of special interest of the assets. The NPPF emphasises that significance derives not only from a heritage asset's physical presence, but also from its setting and contribution to the wider townscape (in this case the conservation area). It is thus, important to consider the cumulative impact of the revised proposals on the grade-II* listed building. The heritage impact assessment (HIA) included as **Part 2** of the Heritage Statement is considered in these terms.

13. The conclusions of the Heritage Impact Assessment (HIA) are set out in detail in **Part 2** and confirm that the Revised Proposals for the Grade II* London Road Fire Station will secure an appropriate and sustainable use for the building.

14. The **direct heritage impact** *(physical works, alterations and change of use)* will include completion of the on-going, essential repairs to the significant fabric of the building which will enhance its special character, and thereby add to the overall quality and appreciation of the conservation area. The proposed operational uses to be accommodated within the building complex adapt to the existing plan-form and retain its significant volumes. The re-opening of the existing entrances into the building and courtyard will reconnect the building complex to its historic streetscape surroundings, while providing public access into the courtyard-activities will establish a strong sense of place and sustain an appropriate mix of uses and support local facilities.

15. The refurbished former fire station will consequently remain as a positive contributor to the Whitworth Conservation Area and a focus of key views and vistas. The removal of extraneous clutter adjacent to the building and the programme of repairs and restoration, signage and lighting will all have a positive impact on the street scape and setting. The high quality external

decoration will be retained and restored, and the outstanding architectural qualities of the external architectural form enhanced.

16. Therefore, despite the alterations to the fabric and character of the building, the overall impact of the proposed change to the LRFS is considered to result in no instances of significant fabric loss or compromise and would be appropriately balanced by the heritage benefits of securing a sustainable use for the grade-II* listed building. Therefore, the revised proposals would continue to meet the requirements of NPPF, paragraphs 193 and 194 and Manchester Council's Core Strategy, specifically policies CC 9 and EN 3.

17. In accordance with NPPF paragraph 193, the primary requirement to preserve the significant fabric and character of the LRFS, while facilitating its future use, has been given great weight, and the impacts are appropriately mitigated. Therefore, in accordance with NPPF paragraph 194 the public benefits of the development are demonstrated to outweigh any associated harm to the significance of the building. In accordance with MCC's Core Strategy Policy CC9 the new interventions within the building are revealed as being both necessary to underpin the building's long term future and desirable, (as they of high-quality in function and detail).

18. Therefore, in accordance with the NPPF and MCC's Core Strategy Policy EN3 the revised proposals demonstrably enhance the fabric, character and setting of the grade-II* listed London Road Fire station and present a sustainable long-term use which will make a positive contribution to the character of the Whitworth Conservation Area and bring wider pubic benefits.

1. Introduction.



1 INTRODUCTION

1.1 Purpose

i) This report describes the historical development of the London Road Fire Station within its immediate and wider setting, aimed at presenting an objective assessment of the significance of the building and its fabric. The report thus considers the significance of the building as a whole, as well its individual components and concludes on its tangible and intangible importance within the local, regional and national context.

ii) The structure of this document is consistent with the requirements of the NPPF 2019, paragraphs 189 and 193, and Historic England's guidance on the form of '*Statements of Heritage Significance*' (Oct 2019). Therefore, **Part 1**, the heritage significance appraisal, considers the relative architectural and historic interest and the consequent sensitivity of the grade-II* listed former fire station, as the baseline to subsequently measure the direct and indirect heritage impact of the proposed works (**Part 2**) set out in the drawings by project architects, Purcell.

iii) This document forms **Part 1** of the **Heritage Statement** which has informed the design options and the development proposals for the London Road Fire Station. The Heritage Statement report as a whole is divided into two main parts comprising:

Part 1 – Significance Assessment, incorporating a sensitivity analysis of the existing building and its context which forms a stand-alone report with a separate document (Part 1. Volume 2) containing the appendices to this report. The Significance conclusions are tailored to the LRFS, so relative sensitivity comparisons are not made with the components of any other listed building.

Part 2 - Heritage Impact, which evaluates the impact of Allied London's revised proposal for the multi-purpose use of the LRFS as a whole, and the individual impact of the individual proposed alterations on the significance of the complex and its setting. It also considers how the proposed development accords with the NPPF and local planning policy.

iv) The purpose of this document, **Part 1, Volume 1** is, therefore:

a. to present an examination of the historic development of the London Road Fire Station building, of the site and of the Whitworth Street Conservation Area;

b. to present an examination of the historic and morphological development of the building and assess the character and significance of its architectural, historic and cultural interest including the identification of particular form and features that warrant conservation;

c. to address heritage and conservation issues that will inform the design process towards a sensitive approach for the redevelopment of the building as a hotel;

d. to consider conservation principles, policies and guidance against the data collected to outline opportunities and constraints for a sustainable reuse of the building, ensuring the long-term preservation of its special interest and maximising its potential for urban and economic regeneration.

v) It is understood that in order to realise the potential of this Grade II* listed building as a heritage asset, proposals for redevelopment of the site must accord with the requirements of the Planning (Listed Buildings & Conservation Areas) Act 1990 and the National Planning Policy Framework (NPPF). This report aims at fulfilling this requirement.

1.2 General research methodology

i) This appraisal is the result of an extensive process which synthesises literature and documentary research, analysis and processing of information, building surveying, and professional judgment. The documentary research was based upon primary and secondary sources, including maps, drawings and reports.

ii) Surveys of the site and surrounding areas were conducted in May 2010 and 2016 by visual inspection, in order to map out and identify the relevant parts of the Conservation Areas, and of the setting of the designated heritage assets that could be affected by the proposals.

iii) Consideration has also been given to the historical development, non-designated heritage assets, building types and materials, key views to the notable historic buildings which contribute to the identification of the built form and the understanding of the special interest of the area.

iv) The significance and historical development of the building and site makes reference to previous reports where the comparison assists with the current analysis. These are listed in the reference section below. They include reports prepared for the previous site owner (Britannia Hotels) and include the Purcell Miller Tritton (2009) *Conservation Management Plan* and Byrom Clarke Roberts *Assessment of Significance* (2006).

v) A broad set of archival documents was unearthed during our research. Specific, particularly relevant documents are included as the Appendices (**Part 1, Volume 2**) to this Significance appraisal (**Part 1. Volume 1**) document. The Appendices include a comprehensive set of archival and reference documents and drawings. These documents provide invaluable evidence regarding the historical development of the site and building, which have informed the significance impact assessments.

vi) Our appraisal of special interest (**Section 6**) and assessment of significance (**Section 7**) are based on statutory criteria to appraise the elements of the building as contributing to or detracting from its significance. Informed by statutory criteria and conservation guidance, the assessment hierarchically ranks the various building elements (as seen in Section 6- Significance Plans and Schedules).

vii) The information provided to the design team results from an analysis of all the components that contribute to, or detract from, the significance of the building and the importance of the site in its context. The Significance Appraisaltherefore addresses:

a) the architectural and cultural significance of individual built elements and of the building as a whole,

b) the building's spatial qualities,

c) its relationship and relevance within the wider context of the Whitworth Conservation Area, of the City of Manchester and even in regional and national scales.

viii) Therefore, this Significance Appraisal (Part 1, Volumes 1 and 2) is the result of an in-depth research and detailed analysis that encompasses:

a. ***Literature and documentary research review*** - The documentary research is based upon primary and secondary sources of local history and architecture, including maps and drawings. A sequence of historic maps is used to show the historical evolution of the subject site and its immediate vicinity;

b. ***Morphological Plans*** – A diagrammatic representation of the evolution of alterations in the building;

c. ***Building Surveying*** - Building surveys were undertaken in May 2010 and 2016. During the surveys SLHA visited every room in the building, cross-checking and adding to the information conveyed in the archival documents and architects' drawings;

d. ***Professional experience*** - Experience gained from previous projects involving listed buildings, which are similar in terms of site development scenario, building type, architectural style, construction techniques and building materials.

ix) The Significance Appraisal is **Part 1** of the Heritage Statement and consists of **Volumes 1** (this document) and Volume **2** (the Appendices).

Part 1, Volume I - discusses the history and description of the site and of the Conservation Area in order to define the morphological evidence of the sequence of interventions undertaken in the building (diagrammatically summarised in the ***morphological plans)*** and explained in Section 5

This part also includes a detailed appraisal of the special interest of the building followed by a detailed assessment of significance of the building. This section includes significance schedules and ***significance plans***.

This section concludes with guidance on how to manage change is provided in **Section 8**, followed by the Sources and References (**Section 9**).

Part 1, Volume 2 – holds the Appendices as a compilation of relevant background information that has informed the research. This volume is laid out in A3 format for better visualisation of archival maps and photographs. The updated digital survey was undertaken by Levitt Bernstein and is included as a separate document. The Photographic Survey included in **Part 1, Volume 2** provides a comparative record of the building from it was first vacated by the fire service in the mid-1980s to 2010, when it was in use by the former owners.

x) The Heritage Statement has been prepared by Stephen Levrant Heritage Architecture Ltd, (an architectural practice specialising exclusively in the historic cultural environment).



2. Policy Context.

2 POLICY CONTEXT

2.1 Introduction

i) It is considered important to outline the heritage planning policy context as this will influence the deliverability of eventual development options.

ii) As the LRFS is a grade-II* listed building, the local planning authority is not able to grant listed building consent, particularly for the substantial demolition of parts of the building's fabric, without reference to Historic England and the Secretary of State. Similarly, the Council cannot grant consent for development which conflicts with the policy of the adopted Local Development Framework, without reference to the Secretary of State.

iii) The key planning policy documents are, therefore, the Planning (Listed Building and Conservation Areas) Act 1990, the National Planning Policy Framework (NPPF), Manchester's Core Strategy and the Whitworth Street Conservation Area Guidance.

2.2 Planning (LB & Cons. Areas) Act 1990

i) The legislative requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990, are critical to the re-development of the LRFS as they provide specific protection for buildings of special architectural or historic interest, over and above that provided by development management.

ii) **Section 66** of the 1990 Act requires that, when considering whether to grant planning permission for development which affects a listed building, the local planning authority, *"shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".*

iii) Also, of relevance given its status as a key component of the Whitworth Street Conservation Area**,** is **Section 72** of the Act. This provides a specific, *"duty as respects conservation areas in exercise of planning functions"*. Consequently, the Council is charged with paying, *"special attention….to the desirability of preserving or enhancing the character or appearance of that area"*.

iv) The correct Planning approach to the consideration of the impact on the significance of designated heritage assets, including the LRFS has been established by the Court of Appeal in Barnwell Manor Wind Energy Ltd v East Northants DC [2014] EWCA Civ 137, and by Lindblom J in R (Forge Field Society) v Sevenoaks DC [2014] EWHC 1895 (Admin) as well as in other cases.

v) In paragraphs 48-51 of his judgment in Forge Field, Lindblom J summarised the Court of Appeal's analysis in Barnwell Manor that the duties in sections 66 and 72 of the 1990 Act require that the local planning authority treats the desirability of preserving the fabric and setting of listed buildings (and the character and appearance of conservation areas) as considerations to which

great weight must be attached. Therefore, should the Council determine that a proposed development would *harm* the fabric or setting of the grade-II* listed building, or the character or appearance of a conservation area, it must give that harm *considerable importance and 'weight'* in its consideration of the relevant planning applications.

vi) This means that the local authority needs to use its judgement *(based on relevant material)* to understand the impacted heritage assets. It should then be able to properly determine whether any harm will arise from the development to the fabric or setting of the particular listed building, or the character and appearance of the affected conservation area.

vii) The applied *weight* will be proportionate to the status of the heritage asset and the degree of harm which it considers would occur. Thus limited, or *"less than substantial harm"*, should not be afforded the same weight as that which is deemed to be "*substantial"*. Further, it is necessary to determine whether the alteration to the listed building will amount to any harm (as change does not equate to harm). Hence it is also important to understand the significance of the heritage asset's individual components.

viii) The above outlined statutory presumption against granting consent which causes harm, may only be 'rebuttable' if it can be outweighed by material considerations powerful enough to do so. Therefore, the local planning authority must arrive at a balanced decision (between harm to a heritage asset and the resultant planning benefits) in the context of the underlying statutory presumption in favour of preservation, and having demonstrably applied that fundamental presumption to the development proposal under consideration when making its decision.

ix) Therefore, in accordance with **Section 66(1)** the 1990 Act, the desirability of preserving the fabric and setting of listed buildings should not simply be given careful consideration by the decision-maker. Rather it must be given, "*considerable importance and weight*" when the decision-maker carries out the balancing exercise. Therefore, even if the harm would be "*less than substantial*" (as defined by NPPF 134), the balancing exercise must not ignore, the over-arching statutory duty imposed by section 66(1), which requires considerable weight to be given to the desirability of preserving the fabric and setting of all listed buildings.

x) In this case, the fundamental design and development objective to be met at the London Road Fire Station is to balance the harm to the fabric and setting of the impacted heritage assets. The focus of the design development has thus been to minimise the harm to the *significance* of the listed building, as well as to the Whitworth Street Conservation Area (i.e the most significant affected heritage assets).

xi) Thus, the fundamental requirements of Section 66 of the 1990 act have influenced the proposed development to ensure that the impact on the significance of the London Road Fire Station is appropriately tempered.

xii) As noted above **Section 72** of the Act provides a specific, *"duty as respects conservation areas in exercise of planning functions".* Consequently, the Council is charged with paying, *"special attention….to the desirability of preserving or enhancing the character or appearance of that area"*.

xiii) The conclusions of the Court of Appeal (in Barnwell Manor) apply equally to the Conservation Area as a designated heritage asset. Consequently, even in circumstances when the harm to the conservation area is *"less than substantial"*, the balancing exercise required to be undertaken by the Planning Authority (in accordance with the requirements of paragraph 134 of the NPPF) must have regard to the overarching statutory duty imposed by Section 72, which is to preserve or enhance the character or appearance of the designated Conservation Area.

xiv) Thus, the Court of Appeal has established that if a proposed development would conflict with the objective of preserving or enhancing the character or appearance of a conservation area, *"there will be a strong presumption against the grant of planning permission, though, no doubt, in exceptional cases the presumption may be overridden in favour of development which is desirable on the ground of some other public interest".* There is *"strong presumption"* against granting planning permission for development which would harm the character of appearance of a conservation area, precisely because the desirability of preserving the character or appearance of the area is a consideration of *"considerable importance and weight."*

xv) Therefore, the following Significance Appraisal(***Part 1,*** *Volumes 1 and 2)* also considers the heritage value of the fabric components of the LRFS and its contribution to the character and appearance of the Whitworth Street Conservation Area. This is necessary to subsequently evaluate the impact of the redevelopment in **Part 2**, the Heritage Impact Assessment (HIA).

xvi) It will be noted that the primary legislation does not negate re-development of components of the designated Conservation Area, but requires appropriate evaluation of the impact on the heritage asset, subject to the provisions of the NPPF.

xvii) Consequently, this report aims to provide the evidence to enable appropriate consideration to be given to the evaluation of heritage impact of the development (in **Part 2**) on the LRFS as a highly graded designated heritage asset, and as a component of the conservation area.

2.3 NPPF (2019) & Planning Practice Guide (2018)

i) The policies in the NPPF constitute Government's view of what sustainable development in England means in practice. In these terms, development that fails to adhere to the historic environment policies, because it fails to give due weight to the appropriate conservation of heritage assets is deemed not to be sustainable development (**paragraph 7).** This is because one of the key dimensions of sustainability is protecting and enhancing our historic environment (**paragraph 8**).

ii) One of the core principles within the NPPF which underpins decision-taking is that planning should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations (**paragraph 184**).

iii) The NPPF emphasises the need for alterations to heritage assets, including new build additions, to make a demonstrably positive contribution to the historic environment's local distinctiveness (**paragraphs 192**). Consequently, it is recognised that the adaptations to accommodate the sustainable use of the complex (including any proposed new-build components) must complement the fabric and special interest of the building, as well as the character and appearance of its conservation area setting.

iv) Design excellence is a key aspect of sustainable development and is indivisible from good planning. Consequently, the NPPF emphasises that it is important to plan positively for the achievement of high quality and inclusive design for all development. The framework sets tests (**paragraph 127**) to ensure that planning decisions are based on an evaluation of the benefits of new development proposals. The following NPPF requirements are relevant to the London Road Fire Station's redevelopment.

In accordance with national planning policy, and the listed status of the London Road Fire Station building the redevelopment should:

a. function well and add to the overall quality of the conservation area,

b. establish a strong sense of place, by appropriately addressing the enclosing streetscapes and buildings to create attractive and comfortable places to live, work and visit;

c. optimise the potential of the redundant complex to accommodate a viable mixed- use development, create and sustain an appropriate mix of uses and support local facilities;

d. respond to the character and history of the building's fabric in an innovative manner *(i.e. avoiding pastiche)* to reflect the identity of the heritage asset;

e. create a safe and accessible building environment;

f. be visually attractive as a result of good architecture.

v) The NPPF does not specifically define *'good architecture'* but puts great weight on the delivery of contextual design (paragraph 64) which takes the opportunities available for improving the character and quality of heritage assets, their context and the way they inter-relate and function.

vi) The NPPF stresses that '*great weight*' should be given to the objective of conserving designated heritage assets (**paragraph 193**), emphasising the need to avoid substantial harm to designated heritage assets. Given this fundamental conservation objective, perceived harm, from alteration or demolition of the listed building's fabric, to harm through development impacting on its streetscape setting, should ideally be avoided and at least requires a, *"clear and convincing justification"* (**paragraph 194**).

vii) The NPPF establishes a clear hierarchy of significance for heritage assets, derived from their designated status, with LRFS being among the most important and therefore sensitive to change. Consequently, it is important that the implications of the hierarchy of components of the historic environment are understood. Due to the designated heritage asset status of both the Whitworth Street Conservation Area and the listed building, the potential for new development options to result in some form of *'harm'* must be balanced against the potential advantages of the sustainable re-development of the former fire station complex. The design objective must be to establish that the public benefits of the redevelopment (in economic, social and environmental terms) outweigh any perceived harm, in order to meet the statutory duties to conserve heritage assets, in accordance with the NPPF (**paragraph 190)**.

viii) The **NPPF Planning Practice Guide** emphasises that, in general terms, *"substantial harm is a high test, so it may not arise in many cases"*. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is consequently the *degree of harm* to the asset's significance rather than the scale of the intervention or development that is to be assessed. Consequently, the heritage impact resulting from the proposed development will need to be measured against the public benefits of the development, in accordance with the NPPF (**paragraph 96**).

ix) Therefore, the cumulative physical and visual impact of the adaptations necessary to create a new, multi-purpose use of the LRFS, must be evaluated against any positive contribution to its intrinsic heritage value and its wider contribution to the conservation area, in accordance with the requirements of the NPPF (**paragraphs 193** and **196**).

2.4 Local Planning Policy Considerations

i) The following policies from Manchester's Core Strategy are of particular importance to the evaluation of the LRFS as a designated heritage asset.

ii) **Policy CC9** (Design and Heritage) states that development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings and conservation areas. It also states that new development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

iii) **Policy EN 3** (Heritage) states that 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. Thus, development should as a minimum, be designed so as to support Manchester City Council in preserving and where possible, enhancing the historic environment as a whole, as well as the character, setting and accessibility of buildings of acknowledged importance. This clearly applies to the LRFS as a key heritage asset in the city centre.

iv) The **Guide to Development in Manchester** – Supplementary Planning Guidance (SPG) has the following policies which are of particular relevance to the heritage assets considered within this statement.

v) Paragraph 11.45 (Conservation Areas) states that proposals in these areas should preserve or enhance their character. It is important that new developments in conservation areas are not designed in isolation. Considerations of design and layout must be informed by the wider context, having regard not just to any immediate neighbouring buildings, but also to the townscape and landscape of the wider locality. The local pattern of streets and spaces, building traditions, materials and ecology should all help to determine the character and identity of a development.



3. Context & Setting.

3 CONTEXT AND SETTING OF THE LRFS

3.1 A component of Whitworth Street Conservation Area

i) In order to understand the heritage significance of the LRFS it is necessary to understand its historical context. The London Road Fire Station is a prominent building in Manchester and is located in Whitworth Street/Princess Street Conservation Area which is situated on the southern edge of Manchester City Centre. It contains the largest concentration of commercial, cultural and educational facilities in the North of England. The great variety of activities found in the regional centre, together with its heritage and fine buildings and open spaces, give it a vitality and special quality.

ii) The Whitworth Street/Princess Street Conservation Area was designated by the City Council in September 1974 and extended in June 1985. The Conservation Area is currently bounded by Oxford Street to the west, Portland Street, Abingdon Street, Bloom Street, Chorlton Street and Whitworth Street to the north, London Road to the east and the railway viaduct to the south [Figures 1 and 2].

iii) As the LRFS is a component of the Whitworth Street Conservation Area its contribution to the character and appearance of the area, as a designated heritage asset, is necessary to be considered, as well as its status as a grade-II* listed building.

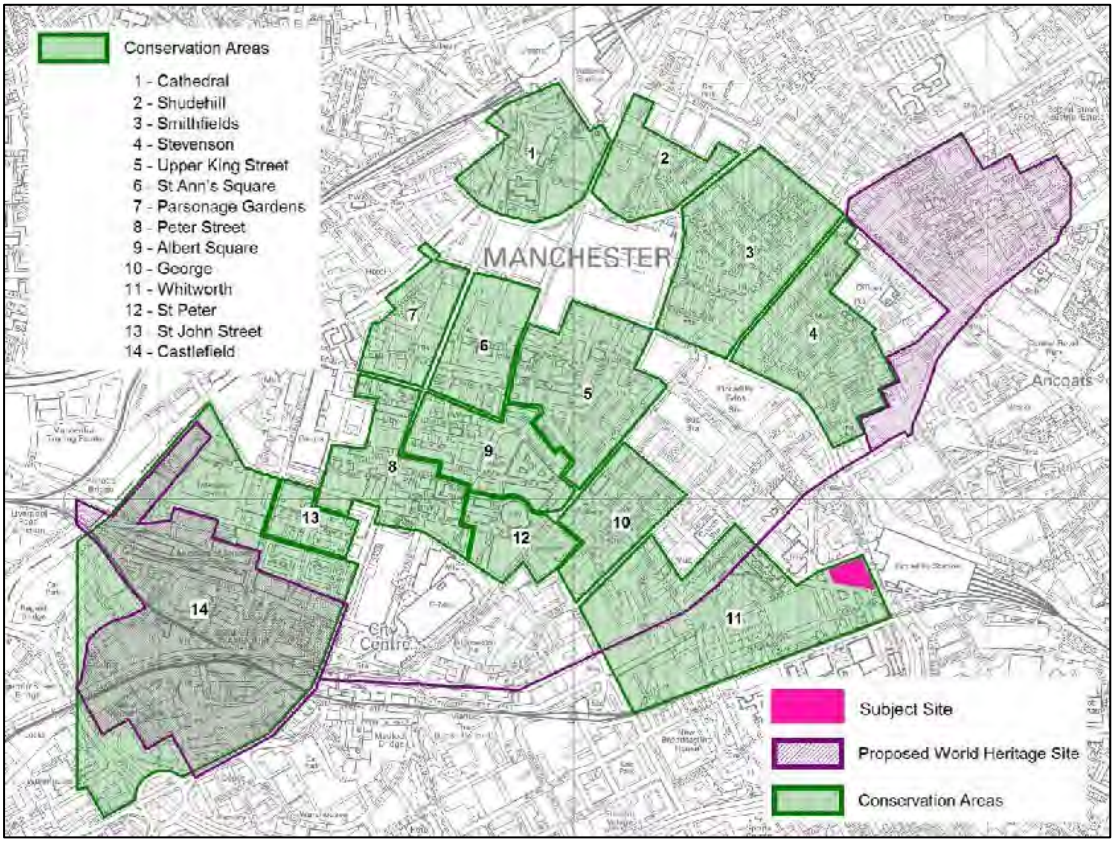


Fig. 1 - Manchester Conservation Areas in green, The LRFS is identified in pink within the Whitworth Street Conservation Area.



Fig.2 - Aerial view, Whitworth Street Conservation Area in green. The subject site circled in pink.

iv) The site of the London Road Fire Station is located to the east side of the Whitworth Street Conservation Area and to the west of Manchester Piccadilly Station. It is an island site bounded by Whitworth Street, London Road, Fairfield Street and Minshull Street. The site comprises an area of approximately some 0.58 hectares.



Fig. 3 - Extracted from 2009 Ordnance Survey. The subject site in pink.

3.2 The LRFS's contribution to the Conservation Area

i) The Whitworth Street Conservation Area was designated by the City Council in September 1974, and then extended in June 1985 to include the area of the Fire and Police Station. The fire station is thus a prominent but peripheral component of the designated conservation area which was originally focused on the former textile warehouses.

ii) In the Whitworth Street Conservation Area, there are seventy-three buildings of which more than half are listed (grade II and grade II*). The majority of the listed buildings are commercial warehouses built between 1860s and 1910s. They constitute the predominant building type in the area and are intimately connected with Manchester's past position as the centre of manufacture and of trade of cotton goods. They are important individually, for the typology and/or style they display, but they also contribute all together to the wider cityscape.

iii) They exhibit distinctive but variegated styles, from the Italian palazzo to the Edwardian Baroque, encompassing the French Renaissance and Eclectic styles, depending on the period they were built and the specific function they had, whether they were home trade, shipping or packing warehouses.

iv) The rest of the listed buildings are represented mainly by educational buildings, the Sheena Simon College and the Institute of Science and Technology, and by office buildings, the former Refuge Assurance Offices and the St James's buildings. The first three are in French Renaissance style, while the latter mentioned has been built in Neo-Baroque style. The linking characteristic is the scale, and robust appearance of the buildings.

v) Along the principal thorough fares the façades are ornate with a particular richness of detail, while the rear elevations are, in most cases, left without any decoration and are purely utilitarian. An exception to this is the four impressive facades in terracotta, faience and Accrington brick in the London Road Fire Station.

vi) The Whitworth Street Conservation Area is one of the most historically significant areas of Manchester, with a great concentration of listed and historic buildings. The historic built environment remains largely intact since the beginning of the 20th century. There are only a few modern interventions, and they do not have a significant impact on the very strong Victorian and Edwardian character of the area, or the setting of the robust LRFS. The largely Victorian and Edwardian building design reflects the technology of their time of construction.

vii) The form, massing and urban grain is strongly influenced by the commercial warehouses. A clear distinction is noticed between the Victorian warehouses built in the 1860s and 1870s and the Edwardian warehouses built in late 19th /early 20th century. The dense urban grain prevents long-distance views, with the streets arranged on a rectilinear grid, which ties into wider grid patterns within the city centre.

viii) A variety of urban scales is reflected in the design and status characteristic of the buildings which line the streets. The buildings are generally characterised by their large footprints reflecting various types and forms of predominantly commercial use. They follow the city centre's characteristic urban form of fully occupied, tightly packed sites (as expressed at the

LRFS). The buildings tend to express massive solidity whilst conveying the grandeur and economic prosperity of the city at the time of their construction. The facades present a limited range of heights, ranging from the mid-Victorian warehouses reaching to 4 and 5 storeys above basement level, whilst the Edwardian warehouses are generally between 6 and 8 storeys high with basement and attic.

ix) The street frontage treatment is very dominant, with many buildings, including the LRFS expressing an intrinsic characteristic of the Manchester City Centre: feature corners with strong vertical emphasis. Many buildings have beautifully articulated masonry details; encompassing a wide range of traditional building materials of various building styles.

x) The London Road Fire Station makes a positive contribution to the Whitworth Street Conservation Area. Its impressive footprint expressed in richly adorned facades makes this purpose-built building from which the Manchester Brigade served its citizens as a source of architectural, social and civic pride.

xi) The London Road Fire Station holds attributes which make the building a prototypical example of the Whitworth Street Conservation Area architectural production and yet, it has intrinsic qualities which make it a unique, stand-alone example in the area.

xii) The type of building material used is the main link to its perfect fit within the other buildings in the Conservation Area (i.e. glazed terracotta, Accrington brick, slate roofs). As mentioned in other sections of this report, the building is a great representative of the architectural and technological production of the years around its inauguration on the 27th of September 1906. Conversely, the unusual complexity of the brief, as well as the sheer scale of the lavishly decorated building (which incorporated some innovative technology for its day), and the meaning which it had for the citizens of Manchester confirms the high significance of the building as a heritage asset.

xiii) The position of the building flanked by London Road and Fairfield Streets across from the Manchester Piccadilly train station places the building in a very prominent position to those approaching Manchester from the East, or reaching it by public transport.

xiv) The area is densely built, and the Fire Station does not provide any environmental relief through greenery or landscaping, being in keeping with the character of the Conservation Area.

xv) The London Road Fire Station, as a four-storey building, does not impact key views of Manchester except for its immediate environs. The views from the north and south sides of London Road and from the west terrace of Piccadilly Station are particularly impressive. From the west side of Fairfield Street, much narrower than London Road, the building addresses a more intimate scale, particularly noted in the narrow Minshull Street elevation.

4. Development of the LRFS.



4 DEVELOPMENT OF THE LRFS

4.1 The evolution of the Manchester fire brigade.

i) The development of the London Road Fire Station site (Fig.3) overlaps the economic, social and urban history of Whitworth Street Conservation Area (outlined above). The origins of the site as we know it today, occupying a full city block in a trapezoid shape, dates back to 1905-06.

ii) Manchester had operated a form of volunteer fire service from the C16th, using a conduit led off natural springs that ran through the city and was intended for use in fire-fighting. The requirements of the slow industrialisation and expansion of the city meant that by the mid-C18th the (then) town had three engines in total.

iii) The Manchester Fire Office was formed in 1771, and by the turn of the century there were around half a dozen such companies in Manchester. By 1781 the Manchester Directory gives the first listing of named fireman, and lists eight engines.

iv) Other improvements in firefighting within the industrialising town included the provision of 'fire plugs', (or hydrants), and in 1799 an order was made for 22 firemen to be appointed for the following year.

v) Despite improved provisions for fire-fighting, the increased number of warehouses in the 19th century put strain on the fire companies. The open plan layout and range of flammable textiles put warehouses at high risk of outbreaks of fire.

vi) In 1825 the Manchester Fire Office decided to set up its own municipal Fire Brigade, and also constructed a new Police Yard at Clarence Street in the town. The operation was run by a single Superintendent who was resident in a house adjacent to the yard. Town's Yard, as it was called, was the first permanent headquarters for the Manchester Fire Brigade. This was shut down in 1866, when a large-scale reorganisation programme resulted in the construction of a new headquarters at Jackson's Row.

vii) The second half of the 19th century saw great progress in the brigade, with advancements such as the acquisition of a 'steamer' (steam fire engine) in 1871 and the installation of a telephone system in 1884. Several new fire stations were also constructed during this period, including those at New Street, Ash Street, and Goulden Street in New Cross.

viii) In 1898, the Fire Brigade was separated from the Police Service, resulting in the establishment of the new position of Chief Fire Officer. The job was given to George William Parker (Fig 4), previously Superintendent of the Belfast Fire Brigade and experienced in the design and development of purpose-built fire stations.

ix) Parker begun his fire-fighting career in his native Salford, before moving to Bootle, Liverpool where he became Superintendent of the Fire Brigade and instigated the construction of a new headquarters building to his own specification. On moving to Belfast, Parker once again led the construction of a modern headquarters building.

x) Parker's history of headquarters design influenced his appointment as Chief Officer in Manchester and helped fulfil the aspirations of the Manchester Watch Committee towards the development of new fire station and headquarters, to replace Jackson's Row. Parker was able to outline detailed requirements for a functional headquarters, which he stated should have:

"all the necessities for the administrating, training, and proper working of a permanent Fire Department, also accommodation for a strong staff, ample quarters for married men, and sufficient room for all the horses and fire engines necessary."



Fig: 4 Chief Fire Officer Parker had specified the layout of the fire station.

xi) Parker's suggestions continued to include a gymnasium, workshops, harness-room, drill balcony, spare engine-house, all based around a courtyard plan (i.e fundamentally the plan of the LRFS as built).

xii) The suggestions given by Parker for the new Manchester headquarters building were detailed, extended to providing dimensions (no less than 5,000 to 6,000 square yards), the layout of rooms (e.g. the hose tower behind the general offices), and suitable construction materials. These included, for example: Dutch clinker floor, enamel brick walls and pitch-pine sheet ceilings in the Engine Room.

xiii) Parker emphasised the importance of locating the fire station on a main road rather than in a side street, as it would, "tend to brighten the spare moments of the men and their families" and importantly suggested the current site. The site identified was a triangular plot at the junction of Whitworth Street, Fairfield Street and London Road, conveniently across from the London Road (now Piccadilly) rail station and capable of providing a station double that of the site then proposed on Newton Street. Parker argued that the LRFS needed to be located on this prime central location, to be adjacent to Manchester's prime textile warehouse district which was a potential fire hazard.

xiv) Thus, Parker outlined plans for the new station to include: a seven bay Engine House facing onto Fairfield Street, a Gymnasium on the corner of Whitworth Street and London Road, and a substantial central courtyard enclosed by balcony access.

xv) The newly appointed Chief Officer Parker was able to convince the Manchester City Council, in January 1900, that the new station should be built at the London Road site. Following consent by an Act of Parliament to borrow £120,000 for the construction of a new building, an architectural competition was undertaken. Prizes were set at £300, £200 and £100. There were 25 entries in total, with the newly formed architectural practice John Henry Woodhouse, George Harry Willoughby and John Langham of Manchester submitting the winning design. This partnership was created especially for this commission and established the firm of Woodhouse, Willoughby & Langham.

4.2 The station design and the Architects

i) The completed form of the London Road Fire Station (LRFS) was the result of a competition held in 1901. Out of the 25 original entries, the local architects John Henry Woodhouse, George Harry Willoughby and John Langham joined forces and won the competition, following the sketch designs and brief dictated by the Chief of the Manchester Fire Brigade, George William Parker.

ii) It is clear that George William Parker, the newly appointed Chief Officer of the Manchester Fire Brigade was largely responsible for the location, site layout, plan-form, mix of uses and much of the detail of the construction of the new fire station. His letter to the Chairman and Members of the Manchester Fire Brigade Sub-Committee states clearly, what was is, his opinion, *"necessary for a properly equipped modern Fire Brigade Headquarters suitable for the City of Manchester"*.

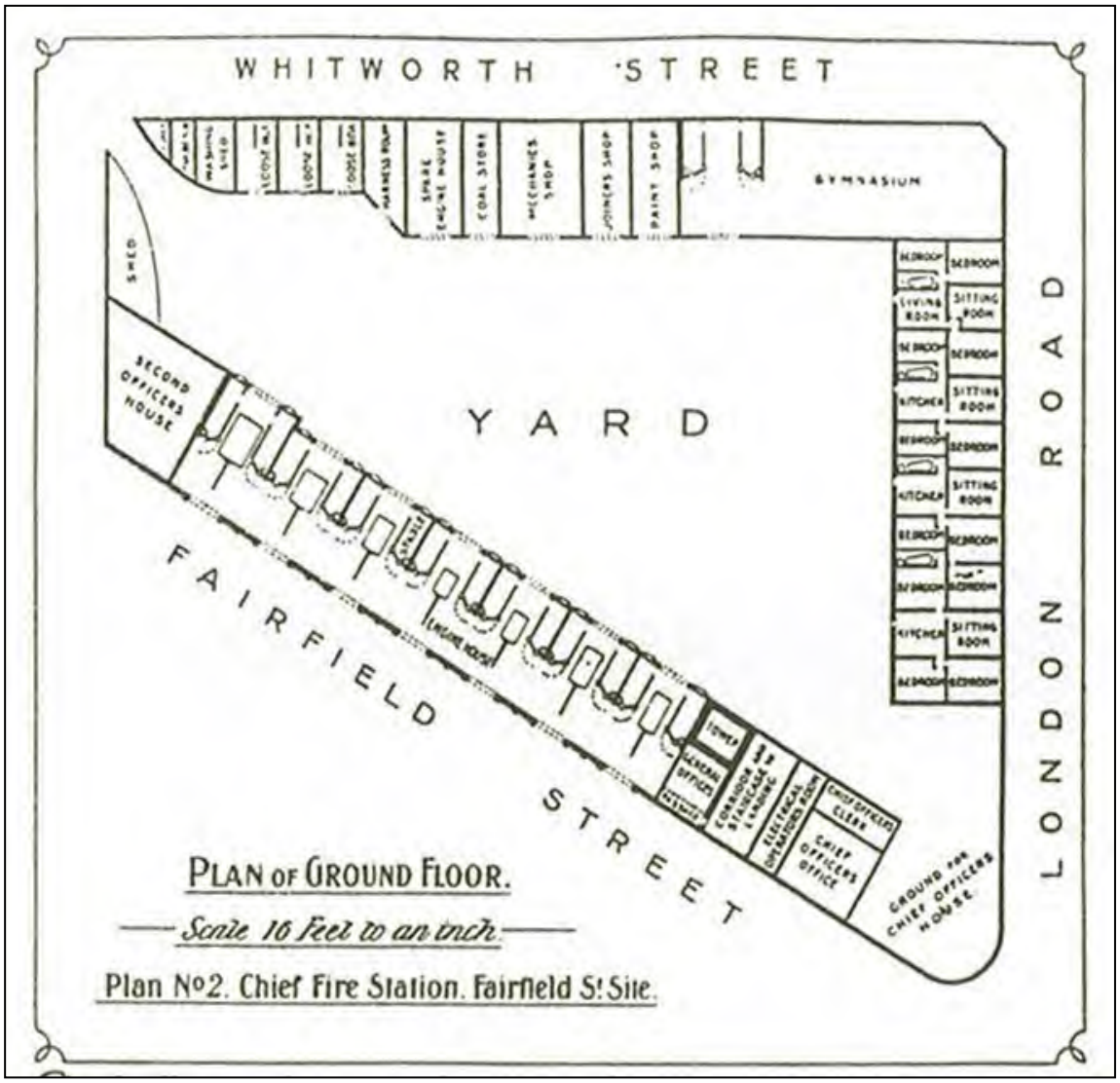


Fig 5 – The general lay out of the building as suggested by Chief Officer Parker in 1899 was largely adopted by the architects. The original sketches by Chief Officer Parker are retained in the MCC Archives.

iii) Amongst the several peculiarities featured in the LRFS are the multi-functional design, the almost full adoption of the functional layout proposed by Chief Officer Parker, the massive scale and higher level of decoration and craftsmanship. Parker detailed what he considered to be the *"ordinary requirements connected with a modern Fire Brigade Headquarters"* and which would be essential in the new station he had been employed to bring forward. Thus, he dictated that the proposed new fire station should:

> *"have accommodation for a proper administrative block, consisting of a general office, a private office for the second officer, a storeroom for the clerical department, a main entrance corridor from which the staircases to the verandas leading to the married men's quarters should rise, an electrical operator's room, in which provision should be made for all the electrical apparatus connected with telephones, fire alarm signals, ringing out alarms, transmitted alarms, and electrical light, which may be supplied by the Corporation to three main circuits, termed the "ordinary", the "all night" and the "emergency" and these terms explain their purpose".*

iv) Parker's detailed response to the Committee extends to the construction of the floor using *"Dutch Clinkers"* with walls of *"enamel brick"* and ceilings of *"pitch Pine sheeting"* even specifying the height of the Hose tower. Parker detailed that this should be,

> *"situated behind the general office, and rises 94 feet high, to enable 50-yard lengths of hose to be hung up without a kink; 2.5-inch scantlings, rounded at the top side, to be fixed across the tower 6 inches apart, and 2 feet from the ceiling. A 2-foot platform to be erected and fixed transversely with the scantlings, about 6 feet below them; four windows to be placed on a level with the platform. The heating apparatus to be from a hot-water circulation, and worked from the basement.*

v) George Parker's contribution to the design of the fire station was thus fundamental and based on his experience of having built other, less ambitious stations in Bootle and Belfast. His knowledge and experience of the practical requirements for a new Fire Station Headquarters enabled the winning architects to have a clear brief to develop the design to his specifications. The building is, therefore, as much a tribute to its first Chief Officer as the appointed architects.

vi) The contemporary press coverage 1901-1906 (Appendix 3 below) celebrates the building as the work of Woodhouse, Willoughby and Langham, all well-established local architects who built in the contemporary style and formed a partnership to design this particular building. The culmination in the London Road Fire Station (the only collaboration with Langham and the last example by Woodhouse and Willoughby) is by far the largest, most demanding (due to the multi-function requirements) and most impressive.

vii) The work of Woodhouse and Willoughby, and the extended partnership effort with Langham for the Manchester Fire Brigade Headquarters are successful examples (some more exuberant than others) of the architecture of the period. Their body of work reflects the architects' expression of the classical vocabulary in local materials; resulting in animated, richly adorned compositions.

viii) The breadth of typology, dimension and geographic distribution of the works by Woodhouse, Willoughby and Langham corroborate their National significance and their prominent status within the context of the early 20th century. The partnership was short-lived and not particularly prolific. However, collectively the architects were evidently talented and, with George Parker produced a nationally significant building. Their contribution to the design significance, including the technical innovations of the fire station complex, makes this a building of exceptional importance.

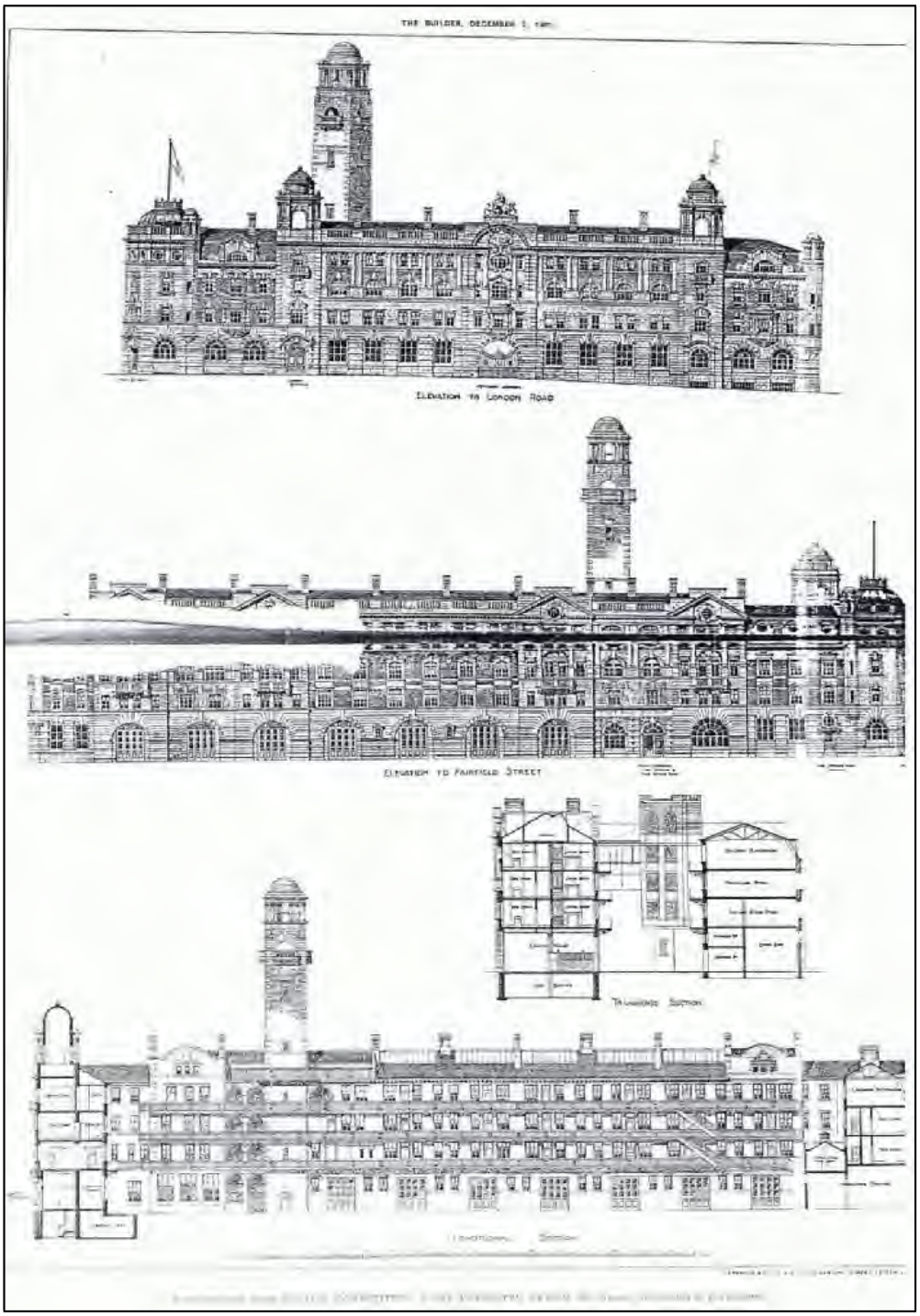


Fig 6. The architects' winning elevations, published in The Builder 07.12.1901

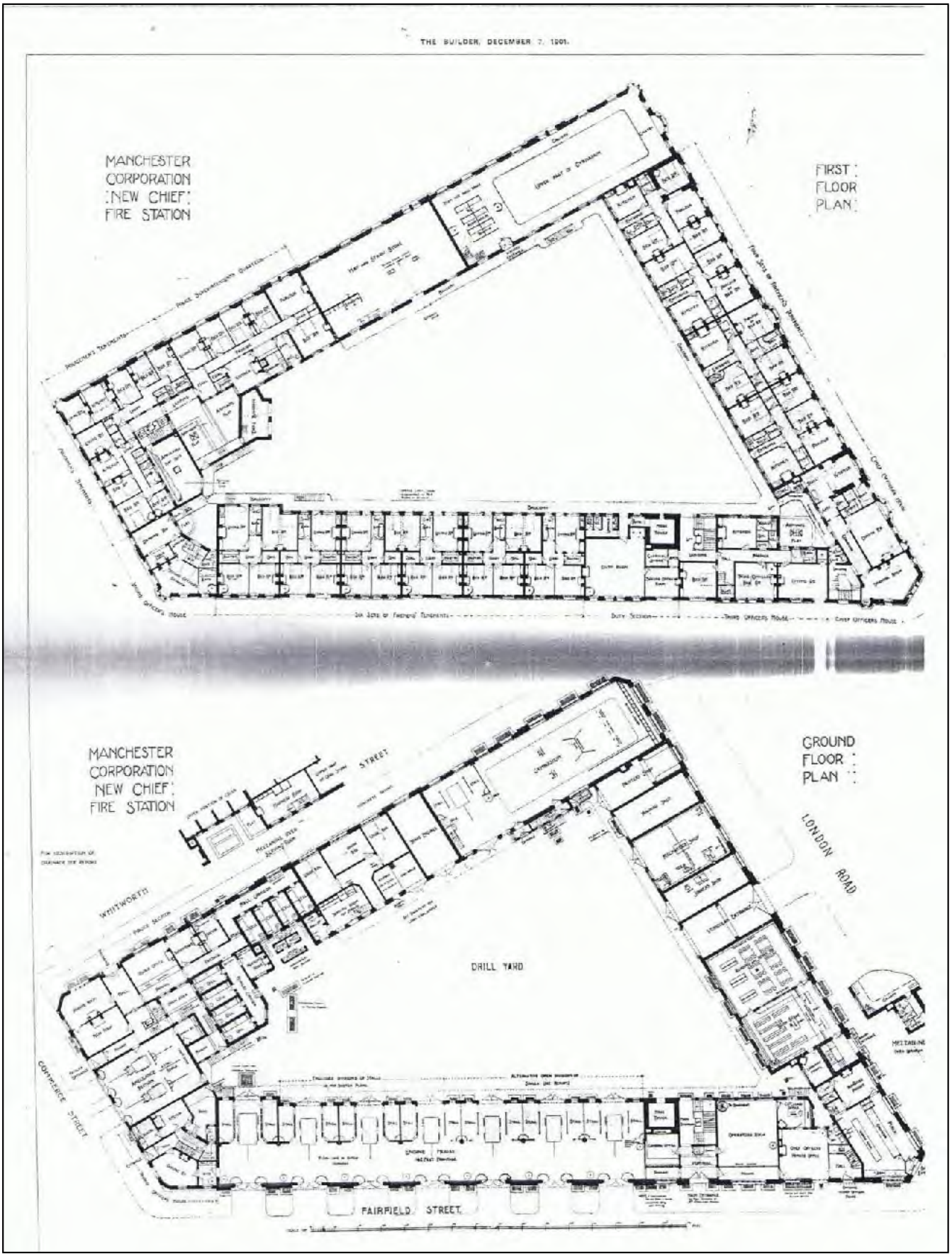

THE BUILDER, DECEMBER 7, 1901.
MANCHESTER CORPORATION NEW CHIEF FIRE STATION
FIRST FLOOR PLAN
MANCHESTER CORPORATION NEW CHIEF FIRE STATION
GROUND FLOOR PLAN
LONDON ROAD
DRILL YARD
WHITWORTH STREET
COMMERCE STREET
FAIRFIELD STREET

Fig 7. The architects' winning plans published in The Builder 07.12.1901



Fig 8. Illustration published in The Building News 16 May 1902

4.3 The development of the LRFS.

i) The following maps show the development of the subject site from 1848 to the present day. The approximate area of the site is highlighted in pink. The area was steadily built up and when the 'Bank Top' Station (renamed London Road Station in 1847, and Piccadilly Station in 1960) opened in 1842 this area of the city grew even busier. By mid century, as shown on an Ordnance Survey Map of 1848, this part of the developing city was increasingly developed. The Manchester directory of 1885 gives a good idea of the tenants within the area of what is now the site, and the buildings which were demolished to make way for the future construction of the London Road Fire Station.



Fig. 9. Extract from Ordnance Survey Map, 1848

The area is characterised by small buildings. Pump Street to the north would later become Whitworth Street. Commerce Street to the west eventually became Minshull Street and Fairfield Street would be designed to cut diagonally across the set of small compact houses on the south side.



Fig. 10. Extract from Ordnance Survey Map, 1891

The previous map appears to be more detailed but some differences and a quite significant amount of development is seen particularly north of Whitworth Street and at the southern portion of the station. Fairfield Street is already visible on the eastern side of London Road.

ii) Archival records (See Appendix 2: Press Coverage 1901-6) show that both Chief Officer Parker and the proposed building received significant praise even before commencement of construction works. The Fire Call Magazine said at the time, *"Manchester Men are fine goods and Chief Parker is the man who in a few months will have made the finest fire station in this round world."*

iii) All of the submitted designs were based to some degree on Parker's original plan layout, which at the time of the competition he had finessed to include the components of the current site. His brief included requirements for: a bank (on the corner of London Road and Fairfield Street), an Ambulance House, Police Station and the Fire Station. It also included a gymnasium and public library on London Road, although these would become the Gas Meter Testing Station and Coroner's Court.

iv) The Fire Station was commissioned and constructed between 1901 to 1906, but Chief Parker was unable to see his headquarters come to fruition as increasingly strained relationships with the Watch Committee resulted in his departure from the service in December 1903. Parker was replaced by a new Chief Officer, Frederic Baylis who saw the opening of the complex, but the Fire Station clearly remains a lasting monument to its instigator and initial designer, George William Parker.



Fig. 11 – Extract from Ordnance Survey Map, 1908- The map shows the new London Road Fire Station fully constructed. It had been completed two years earlier in 1906. Major alterations to the road layout surrounding the new fire station now appear completed. Fairfield Street has now been extended to the west of London Road running along the south side of the subject site.



Fig. 12- Extract from Ordnance Survey Map, 1913 - The first map to show the designated areas of the subject site. The fire station occupies the majority of the southern range with the bank on the south east corner, the Coroner's Court immediately to the north of it on the eastern side, the Gas Meter Testing Office on the north east side, the repairing shop on the north side, the Police Station on the north west corer and the Ambulance Station on Minshull Street.



Fig. 13 - Extract from Ordnance Survey Map, 1922 - A less detailed map of the subject and the surrounding area.

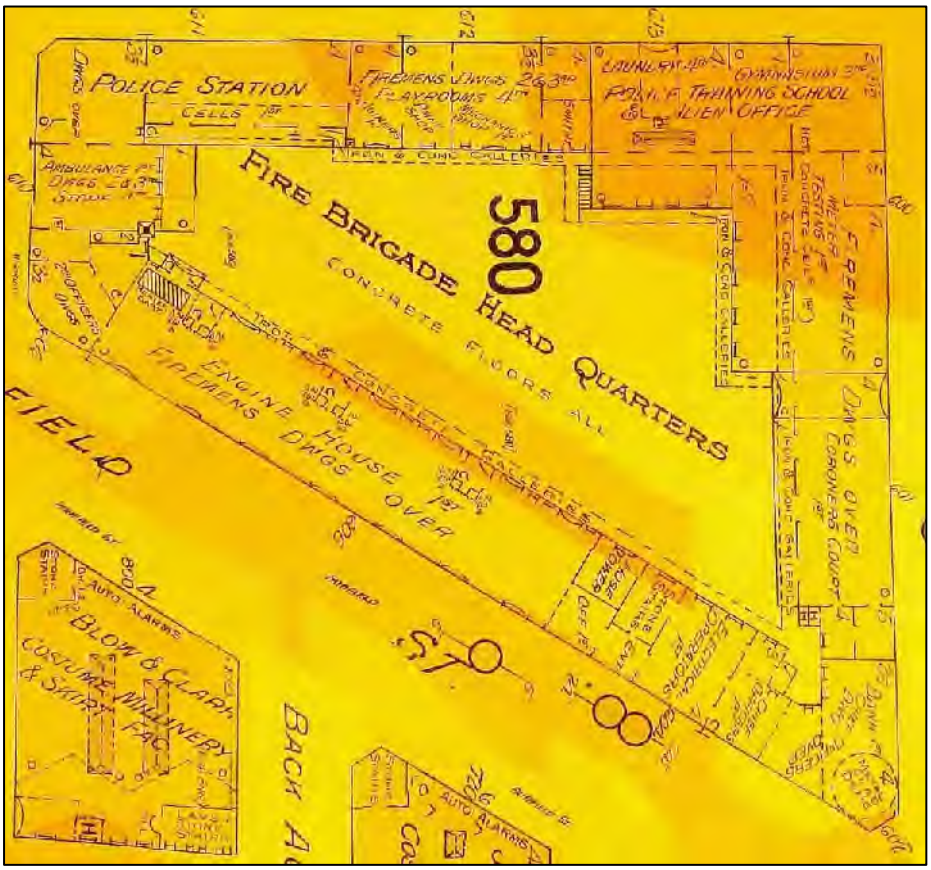


Fig. 14 – Extract from The Goad Fire Insurance maps 1927.

These were and still are a reliable source for building use.

This map shows the station in great detail including not only the uses of the areas, but the different storeys and some of the building materials.



Fig. 15 - Extract from O.Survey Map, 1948 (the first map issued after World War II). The plan shows the control room extension into the courtyard due to the cramped conditions in the control room. The extension was used as a garage in the post war period.



Fig. 16 - Extract from 1970 Ordnance Survey. By this time the Gas Meter Testing area was closed the firm AFA-Minera Ltd occupied the building. The Bank, Police Station and Coroners Court are still in use.

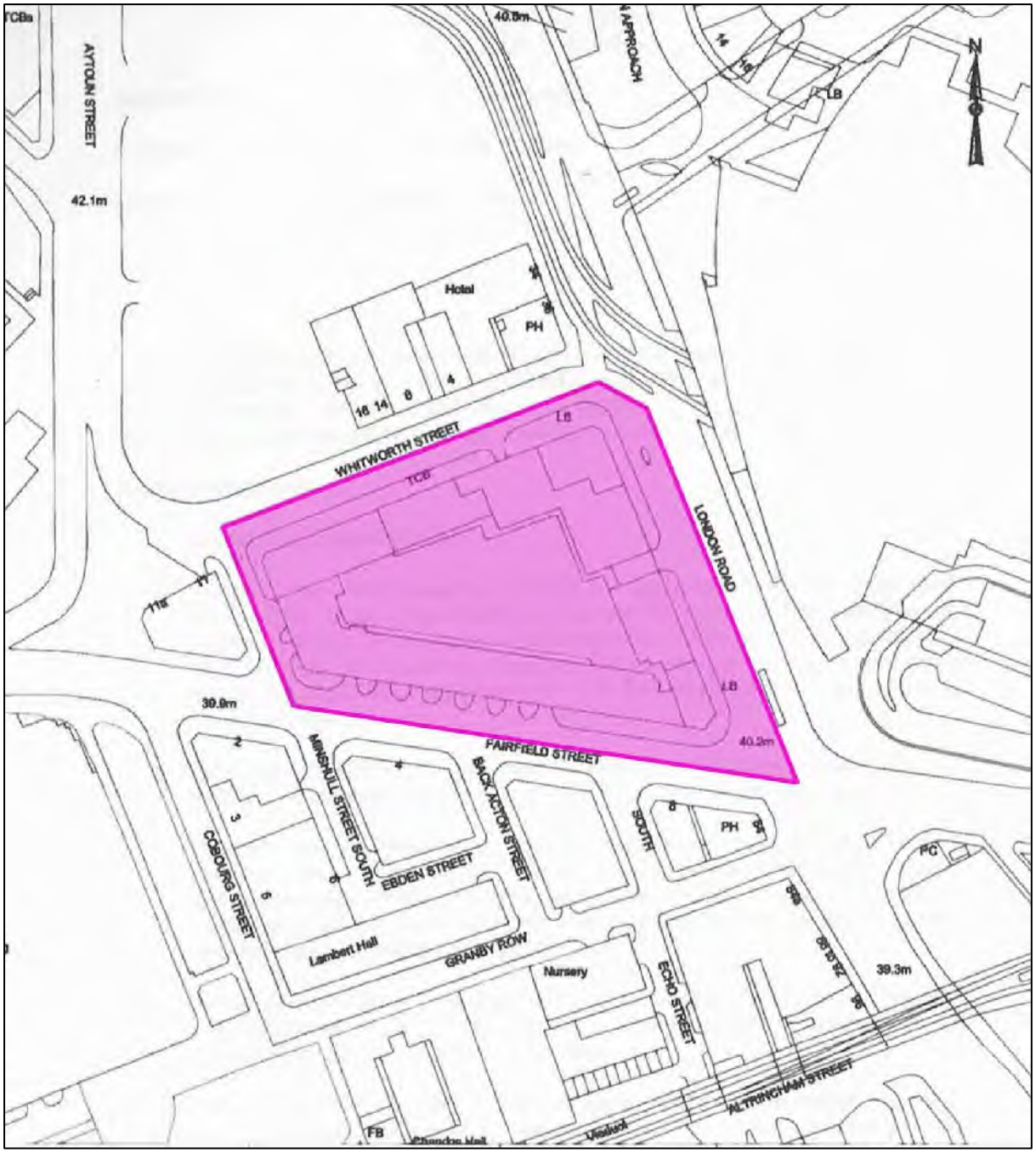


Fig. 17 - Extract from 2009 Ordnance Survey. The Control (Gamewell) room extension in the courtyard has been removed.

4.4 The establishment of the LRFS.

i) The completed Fire Station Headquarters was broadly met with great praise, referred to in the local press as a, "handsome and imposing structure". The budget was exceeded by some £22,000, with a final total cost of £142,000, and no expense being spared on any aspect of its construction, despite claims that the Council had been too extravagant in its spending.

ii) The building was formally opened on 27th September 1906, with the then Lord Mayor of Manchester, Councillor T H Thewlis stating that, *"whatever money had been spent had been well spent"*.

iii) In addition to the architects, Woodhouse, Willoughby & Langham, a variety of contractors and crafts-people are recorded, although the interior designers remain unknown. The substructure and foundation work was carried out by C H Normanton & Son, Manchester. In 1904 the £75,360 tender by Gerrard & Sons of Swinton for the superstructure of the new station was accepted. The impressive ground and three storeys elevations – over 300ft long on the Fairfield Street side – were decorated with classical figures, coats-of-arms and others, sculpted in terracotta supplied by Burmantoft's of Leeds.

iv) The exterior terracotta work was undertaken by J J Milson of Burmantoft's (Leeds) and the innovative Heating & Ventilation System (see below) installed by Messrs. Musgrave & Co (Belfast).

v) The multi-use building opened with a layout broadly following Parker's plan, including the following main uses:

   a) Gas Meter Testing Station (corner of London Road and Whitworth Street). This was a Government testing department accommodated to test the accuracy of gas meters.

   b) Ambulance Station - fronting on to Minshull Street.

   c) Police Station - accessed from Whitworth Street.

   d) Fire Engine House and main Fire Station offices - fronting Fairfield Street.

   e) Second Officer's House - corner of Minshull Street and Fairfield Street.

   f) Williams Deacons Bank Ltd - located on the ground-floor & basement at the junction of London Road and Fairfield Road.

   g) Chief Officer's House - above the bank and arranged on two floors at the junction of London Road and Fairfield Road.

   h) Coroner's Court - fronting onto London Road.

   i) Residential flats for Fire and Police officers on the upper floors.

vi) When the building opened, during the early years of the station the Police Station had residential accommodation for the use of policemen and their families. Access to these flats and their associated balconies were reached by a staircase, distinct and separate from those used by the Fire Service. However, in the post-WWII period the Fire Brigade took over this area of the upper-floors and linked together these separate balconies to the main balconies.

vii) The integrated service functions were only located on the basement, ground and possibly first-floor levels, with the majority of the upper floors were given over to residential accommodation for the fire brigade.

viii) The fire service accommodation consisted of thirty-two flats for married firemen and their families, and six flats for single men, along with a communal laundry, gymnasium and store rooms.



Fig. 18 – The courtyard in 1915, looking north-west towards the practice tower and displaying the relatively new fire service vehicles.

4.5 The form and use of the new fire station.

i) The London Road Fire Station was able to adopt a coherent architectural design form, despite the multi-functional uses it accommodated by the consistency and quality of its architectural language. The building maintains a cohesive exterior by the architects' adoption of subtle details and changes in height or style, which also hint at the purpose of its individual parts.

ii) The building was designed as four main stories (Ground – Third) with a partial basement and a landmark hose tower projecting above the Fairfield Street side expressing the main use of the complex. The roof-scape is enhanced by a series of shorter domed towers (on at the corner of London Road and Fairfield Street) and turrets (e.g. those flanking the colonnaded front of London Road).

iii) The hose tower was functional as a means to simply dry the textile and rubber hoses, using a pulley system to vertically hoist the hoses and hang them from the top room of the tower. The advent of lighter, new materials for hoses meant that the system and tower became redundant in the post-war period.

iv) The London Road façade side is accessed by a large central archway with huge carved wooden doors, and surmounted with a large terracotta plaque above (at parapet level) reading *'ERECTED ANNO COMINIM DCCCCV'* (1905).

v) The building includes a number of innovations, including timber sash windows to the first, second and third floors (mainly installed to the public facades of the building) designed with a dual purpose, functioning as both a normal vertical, sliding-sash window, but also pivoted so as to facilitate cleaning of both sides and to use the window as a louvre.

vi) The architectural form of the building adopts an extravagant Renaissance-style and ebullient Edwardian Baroque. The exterior was built of Accrington brick and liberal amounts of orange/brown-glazed terracotta tiles which was in wide-spread use at the time in Manchester, as it resisted the heavy smoke and acid rain of the early 20th century industrial city.

vii) The sculptural friezes and figures on the exterior were designed by J J Millson and produced by the noted, Leeds Fireclay Co. of Leeds, and comprise their Burmantoft range of terracotta, which has the advantage of capable of refined details while exhibiting great strength and wearing qualities. The sculptural designs at the LRFS site include panels of women representing: Fire and Water above the Fire Station main entrance on Fairfield Street, Night, Day, Science and Industry on Whitworth Street, and Truth and Justice above the main entrance of the Coroner's Court.

viii) The interior of the building also includes a number of decorative interiors, in particular the suitably austere Coroner's Court and the focus of the development in the Engine House, enhanced with stained glass windows featuring Arts and Crafts roses and violets in many of the timber doors, and timber screens with other floral design stained glass. The interior of the building also exhibits glazed bricks in white, green and blue, as well as floral motifs. The same

green and white glazed brick can be found in the Police Station. These were typical materials and styles for the Edwardian period in Manchester.

ix) The interiors of the staff flats on the upper-floors, with the exception of the Chief Officer's House were more functional, utilitarian design.

x) The married men's flats were designed in a four-room cellular system, with a Living Room (having the front door access off the courtyard balcony) and three bedrooms with small central larder and bath. The cellular design of these rooms meant that they could be adapted for smaller or larger families by ease of sub-division or expansion into a neighbouring flat.

xi) In contrast the Officers' Quarters, located at either end of the Fairfield Street frontage, had larger rooms with more lavish interiors, as well as separate kitchens and sculleries. The Chief Officer's House located over two floors at the corner of London Road and Fairfield Street (above the bank) contained a number of fine rooms, with the Drawing Room and one Bedroom being located in heptagonal rooms. The house also included indoor bathroom and WC, 5 bedrooms, Kitchen, Breakfast Room, Dining Room, Drawing Room, and a study.



Fig. 19. Example of an altered interior of a family flat in 1986.



Fig 20. Chief Superintendent (formally Chief Officer) Arthur Kealy in his study 1921

xii) All the residential accommodation designed for the Fire Service included electric bells and an electric light which would alert the men of a fire. They could then descend down into the Engine Room, by means of firemen's poles, closed off behind circular timber closets, held shut by brass catches and a locking device. This mechanism allowed the door to easily be pulled open for speed while a few extra turns of the handle would lock the door. This prevented firemen from upper floor flats sliding through the bedrooms of firemen on lower floors.

xiii) Further innovations were designed to increase the comfort of the residents. These included an air conditioning system designed to prevent the smell from the horses coming up through to the flats, which drew in fresh air from the top of the hose tower, cleaned and purified it, and sent it into the Engine House. The foul air was then removed by way of vents.

xiv) The flats also had a hot and cold air heating system, manufactured by Musgrave & Co Ltd of Belfast, makers of centrifugal fans, stoves and steam heaters. The air was transmitted through cast-iron vents with a 'Hot and Cold' lever on each floor. The ventilation ducts and main fan survives within the building complex, although this has not been used for many years and a number of the duct-access points are sealed shut.

4.6 Post-WWII change.

i) During World War II the London Road Fire Station was adapted as the service was Nationalised (to become the National Fire Service – NFS) and the complex needed to accommodate the volunteer Auxiliary Fire Service (AFS). All the entrances to the buildings were sandbagged, and the basement converted into an air-raid shelter. The demand placed upon the control room was high, and it was necessary to build an extension into the yard to cope; this was later used as a garage.

ii) Manchester was subjected to extensive bombing during WWII. One of the most destructive and notable raids was during the Manchester 'blitz' in December 1940 (known as the Christmas Blitz). The bombing took place from the 22 to the 24 December, with 700 people killed and 2,500 injured. In all, it was recorded that over the two nights of the raid, 467 tons of explosives and 1925 incendiaries were dropped. There were a great many buildings damaged, demanding action from the Fire Service, including the Free Trade Hall, Manchester Cathedral, Chetham's Hospital, St. Anne's Church and the LRFS itself.

iii) Following the end of the war, the National Fire Service was de-nationalised back down to a local level, with the London Road Fire Station becoming the *Manchester Fire Brigade* headquarters once again. London Road was the centre for communications, and was taking an increasing number of calls into the station. One notable change for communications was a roll-over from wartime, when women were called in to work for the fire service. Following the war, the Control Room (Gamewell Room) was staffed entirely by women.

iv) In 1950, a new telecom system was installed in the station, which allowed the address of a call to be read out over speakers, and in 1952 the Control Room was converted into a more modernised base which also included equipment to record calls. New switchboards and modern consoles allowed for a smoother operating system, and the London Road Station became the model for other fire stations across the country. Despite this update, the system was completely removed in 1959 and presented to the Science and Industry Museum. It was subsequently totally destroyed in a flood.

v) Another major post-war change was the introduction of a Training School. Some drills and demonstrations had taken place at the site before the war, but formal training was carried out by the National Fire Service in Longsight. A training school was established at the LRFS in 1948, with the first 13 recruits finishing in October of that year. Throughout the 1950s the school was also expanded to accommodate the RASC Army Fire Service and developing an excellent reputation both in the UK and abroad.

vi) Commander Hoare was also the instigating factor for obtaining several new appliances into the re-established Manchester Fire Brigade. Many of these were specially made for the brigade, according to Hoare's specifications and based on equipment he had seen while travelling Europe. There were also several rebuilt WWII appliances, with the number of post-war vehicles being far greater than ever before. This required an adequate number of workshops for their ongoing maintenance, and the hiring of a full-time specialist staff. As a result, the former ambulance station on Minshull Street was converted into vehicle workshops.

vii) The residential accommodation was altered in 1955 in the areas above the Engine House, converting some of the married men's flats into dormitory style accommodation, as the accommodation became less popular with families. This also included the alteration of the Duty Room, and two flats into the firemen's mess, kitchen and officers' mess (respectively). Another flat was converted into use as a TV room and officers' quarters, and three more flats were knocked through to become dormitory-style sleeping accommodation.

viii) Further alterations took place in 1957, when the single men's flats on Whitworth Road, above the Police Station, were altered to form the same style of accommodation. It was around this time that the flats above the Police Station (originally intended for the sole use of police officers and their families and only accessible by a separate staircase and balconies) were taken over for use by the fire brigade. Links were joined onto the balconies so as to be joined to the remaining balconies to the other flats.

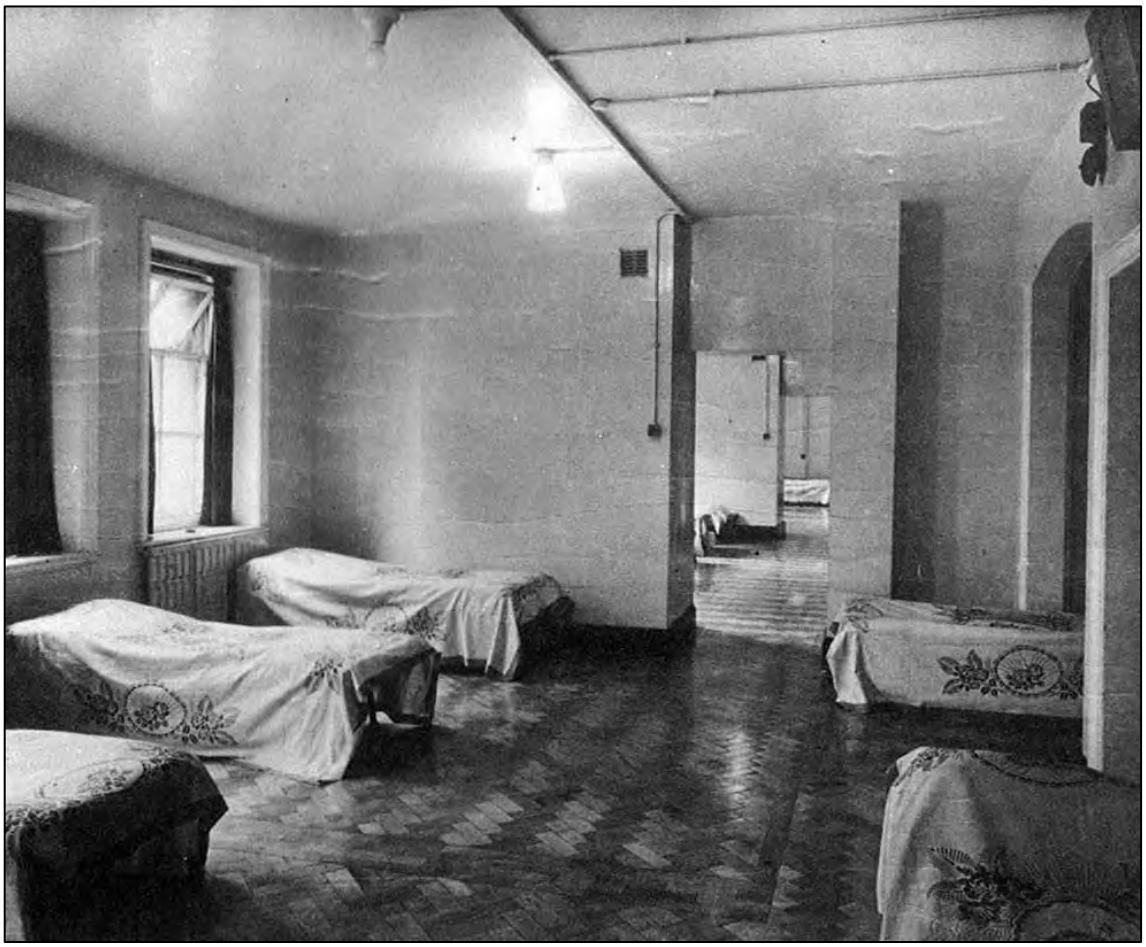


Fig 21. Dormitory accommodation c1950s.

ix) In 1969, a feasibility study was carried out for the replacement of London Road Fire Station, as upkeep was becoming more taxing and the original design, (intended for horse drawn engines), was struggling to accommodate the increasingly larger vehicles and equipment. The proposal was for the construction of two new fire stations on opposite sides of the city, and the

abandonment of London Road. These plans were put on hold, however, with a reorganisation of the fire service in the mid-1970s.

x) In 1974, the Greater Manchester Council (GMC) Fire Service was formed through the merging of eight separate boroughs covering an area of 500 square miles. This was the third major reorganisation of the fire service in the century, following the creation of a nationalised service during the war, and the reestablishment of the Manchester Fire Brigade in 1948. The change was due to a desire to regulate the various stations across the area, and to create a new central base, expanding the brigade and attempting to standardise equipment and methods.

xi) Concern for the future of the London Road Fire Station, led to it being designated as a Grade II* listed building in 1974, referring to the complex as, *"an ambitious building with much good detail of the period, in unusually complete condition"* (see Part1, Volume1, Appendix 1 below). The creation of a new 'administrative' Headquarters in Swinton in 1977, meant that the LRFS lost its status as the service was divided into five divisions, each with its own headquarters. London Road Station became the headquarters for Division E; this oversaw seven other stations.

xii) The control room, now Area 2 Control, remained the main communications centre for the D and E Divisions, and was completely modernised to receive a new VFA remote control system. Despite this update, the control room went out of use in 1979 when a computerised system was installed at Swinton. The rest of the London Road Station saw drastic change as well. Repairs and maintenance were centralised, causing the closure of the workshops, and the site ceased its partial function for accommodation as the flats were systematically vacated.

xiii) In 1979 the Police Force was reorganised, which entailed the Manchester and Salford joint force amalgamating with parts of the Lancashire, Cheshire and West Yorkshire Constabulary forces, and was part of a much larger local government reorganisation across England. The force was centrally controlled from Southmill Street and the area broken down into the same A – E divisions as the fire service. This reshuffling of the police system caused yet more change at London Road Fire Station as the Police Station was shut down as it was no longer needed within its divisional branch, and the ground floor of Whitworth Street was emptied.

xiv) The Bank continued to operate through the post-war period, eventually becoming Williams & Glyn's Bank. In 1985 Williams & Glyn's merged with the Group's Scottish clearing bank which became The Royal Bank of Scotland. The Bank building's last use was by a solicitors firm by the name of Christies (or Christys). The building remained unused from circa the late 1970s.

xv) Soon after, plans were again put in place for the future use of the London Road Fire Station. The original scheme of 1969 for two new stations was abandoned, and it was proposed that London Road would be renovated. The ground and first floor were retained as the fire station, while the upper floors of the old Police Station would be converted into residential apartments. At this time there were no plans for the Coroner's Court or Bank, as they were still in operation. The scheme fell through, however, and it was decided instead to build a new state of the art facility at Thompson Street, Ancoats which was officially opened in March 1986.

xvi) The London Road Fire Station was subsequently decommissioned, and it was said that the closure was a change that 'most truly marks the end of the MFB era'. Following the removal of the workshops, Control Room, Police Station, Fire Station and accommodation, all by 1986, there was little left functioning on the site. The Coroner's Court, which held its last court case in 1998, was the last remaining original function on the site.

xvii) The site was acquired by the Britannia Hotel Group in the 1990s, who until recently used it as a storage facility and workshop. Planning Permission and Listed Building Consent was granted in 2010 for the use by Britannia of the site as a hotel complex. Despite this consent having been renewed the approved development was not implemented. The site was eventually sold to Allied London in 2015.

4.7 Comparative Analysis with other Fire Services

i) When comparing the resultant London Road Station building with the general recommendations set out in Parker's letter the article at Appendix .4 (see Part 1, Vol.2) it becomes evident that the facilities provided met the highest standards of its time, in both design and technology. The anticipation of the motorised engines, expected to supersede horse power, and the early installation of the Gamewell Fire Alarm System are a few examples of the utmost care taken in the design of this building. The Gamewell System was a fire alarm system which consisted of a series of red fire alarm boxes mounted on telephone poles throughout the town. These were connected to alarm bells at the Fire Station, which were activated by an electronic signal.

ii) The London Road Fire Station was certainly one of the largest and most advanced of its kind in the country at the time of construction. The excellence and complexity of design was extensively debated in the articles of the period (See Appendix ii). The Fire Station was intended to be an outstanding design and is evidently more than comparable to other examples of Fire Stations across the country. While some may be stylistically similar, in mass or in function, none of them meet the exceptional quality of design, size or multiplicity of functions as that surviving in the London Road Fire Station.

iii) With reference to other comparable station buildings, it is clear that the London Road Fire Station in Manchester is distinctive for several reasons:

- The ambition and sheer scale of the accommodation, together with the complexity of different services provided, marks the building as 'unique' when compared with examples of other "multi-service" public buildings.
- The carefully considered mix and distribution of functions, responds to the detailed brief provided by the Chief Officer who had experience of the newly emerging building type.
- Both the design and construction of the London Road Fire Station are of the very highest quality and the building compares favourably with other municipal buildings of the same period.
- In comparison with other fire station buildings (excluding the other services provided) the London Road Fire Station ranks as one of the very best examples of its type in the country.
- When taking the "multi-service" provision within the building into account, the London Road Fire Station has no equal to match it in design or accommodation.
- The building is the result of the combined work of Woodhouse, Willoughby and Langham, all well-established local architects with a prolific career at National level, as confirmed by the large scale and varied typology of their buildings in several cities of the United Kingdom. Greater similarity is seen between the work of Woodhouse and Willoughby, which resulted in a 7 year long partnership from 1886 to 1893. Langham, the least known out of the three architects, joined forces with Woodhouse and Willoughby exceptionally for the work in the Manchester Fire Brigade Headquarters' competition and commission.

iv) The London Road Fire Station (LRFS) was built between 1901 and 1906 during a period of transition and is a heritage asset of extraordinary scale and ambition, of national architectural and historic importance. It fully merits its designation as a grade-II* listed building (see Appendix I below). The listing for the LRFS emphasises that it is, *"an ambitious building with much good detail for the period, in unusually complete condition."*

v) There are few comparable buildings of the scale and range of uses of the LRFS complex within England, and none of this architectural quality, extravagance, complexity status or state of completeness.

vi) The LRFS is also a key component of the Whitworth Street Conservation Area (3.2 above) which encloses the area's, *"uniquely Mancunian character and wealth of Victorian and Edwardian buildings."* The fire-station complements the scale, and more than competes with the architectural grandeur of the textile warehouses which dominate the conservation area. Crucially the LRFS is also a significant landmark when entering the city centre, either from London Road or from Piccadilly Railway station which it faces across the road. Consequently, not only is the LRFS of national importance, it is also a highly prominent building which helps define the character and architectural quality of Manchester city centre.

vii) That the London Road Fire Station is a building of outstanding heritage significance is beyond dispute. This was summarised by the 2001 edition of Pevsner's Buildings of England series which describes the building as a, *"magnificent municipal showpiece, now shamefully neglected."* Therefore, securing a new use compatible with its significance is essential to help avoid further erosion of its *"ebullient Edwardian Baroque style"* and special interest.

viii) The former fire station complex is, therefore, considered to be both important historically and an outstanding artistic component of the city's streetscape. It will be clear that any re-development of the LRFS must be informed by the need to focus on the restoration of these architectural qualities which contribute to the significance of the building. The following sections thus examine in detail the components of the highly significant heritage asset.



5. Building timeline & morphology.

5 BUILDING TIMELINE & MORPHOLOGY

5.1 Morphological Plans and Timeline

i) The Morphological Plans provide a diagrammatic representation of the site as it stands today. In particular, the Plans show in which time frame certain principal structural and aesthetic elements (such as walls, partitions, joinery, staircases, fireplaces) were incorporated into the building and they also illustrate when openings were created, altered, or infilled.

ii) The plans were prepared utilising the documentary research and evidence gained on site, by visual inspection. Site evidence includes the chronological appraisal of construction methods, architectural features and building materials. Each building phase has been subject to comparison between the existing planform and the layout displayed in earlier plans.

iii) The Morphological Plans are included below. The development sequence has been divided into six phases:

- Phase I – The original construction and the early alterations (from 1904 to 1936).
- Phase II – The 1930s and 1940s alterations (from 1937 to 1951).
- Phase III - The 1950s alterations (from 1952 to 1961).
- Phase IV - The 1960s alterations (from 1962 to 1969).
- Phase V - The 1970s alterations.
- Phase VI - Post 1980s alterations.

5.2 Design competition – 1901

i) Chief Officer Parker's sketch drawings for the new Fire Station were originally conceived in 1899 and informed the competition brief. Surprisingly only twenty-five sets of designs were submitted for one of the principal open competitions offered to the architectural profession of Great Britain in 1901.

ii) The brief from George Parker, Chief Fire Officer, was accompanied by plans of the four principal floors showing the detailed arrangement of several departments. Contemporary reports in The Builder, commented that, *"the competition, in consequence of the issue of these plans [by George Parker], resolved itself into a competition for the best external design accompanied with improvements by details of the planning".*

iii) The plans provided by Parker (see Appendices and 4.2 above) conceived a building arranged around the triangular site, enclosing a large yard for access and practice drills. The plans contained a very detailed layout of the Fire Station (forming 80 per cent of the entire building), of the Police Station and of the Ambulance Station. The Bank, the Firemen's Library and the Policemen's Quarters were only indicated in blocks.

iv) The drawings of the winning scheme were published in the *The Builder* dated 7th December 1901. The winning design was by John Henry Woodhouse, George Harry Willoughby and John

Langham, who came together especially for the job. Their proposals followed the planned concept.

v) The proposed building occupies the entire block of its island site, aligning with the other buildings in the street. The principal entrance to the yard is intended to be in the centre of the London Road frontage. The fire-engine house and rooms appertaining to it occupy nearly the whole of Fairfield Street frontage. The Library and Bank are located on London Road south side, the Police Station on Whitworth Street east side and the Ambulance Station on Minshull Street. The Second Officer's House is at the obtuse angle formed by Fairfield and London Road. Despite Parker's suggestion, the Gymnasium is proposed on Whitworth Street west side (Block W) and the Repairing Shops on London Road north side.

vi) The first, second and third floors of the Fairfield Street and London Road blocks, as well as part of the second floor of the Whitworth Street block, are devoted to Officers' Residences, Recreation Rooms and Firemen's Flats. They are all approached by balconies from the two main staircases (ST.4 and ST.10). The Chief Fire Brigade Officer's House occupies the first and second floors over the Bank. The Policemen's Flats are placed over the Police Station, at first, second and third floors. The remainder of the third floor over the Police Station is given to the Policemen's Billiard Room and Laundry, and the Children's Playground.

vii) The basement plan is not included in the 1901 set of drawings provided by *The Builder*. However, it is evident from both the transverse and longitudinal sections that the basement was not intended to be under the entire area of the building from the first design concept, when the subject site was still completely developed by tightly packed terraced houses. Moreover, from the archived articles at hand, the design competition did not mention any site constrictions provided by underground features.

viii) From the historical research it is considered improbable that other underground features such as burial grounds or archaeological remains could have been inhibiting factors during the design competition phase. Those would have become evident only after the demolition of the terraced buildings. It is considered, therefore, that the extent and lay out of the basements was simply determined by functional requirements and/or that the removal of foundation remnants of the buildings that predated the LRFS.

ix) The exterior was proposed in an English Renaissance style. Each of the four fronts was carefully considered. Their designs were welcomed by the press of the time for the "*variety* [that] *was given by the different massing of the four elevations".* The London Road front, which is thought to be the most important, was designed with a slightly projecting central feature, highlighting the large arched entrance to the yard. An equestrian group at roof level was proposed to emphasise the main entrance and the whole façade, but was never executed.

x) As a result of the competition, John Henry Woodhouse, George Harry Willoughby and John Langham were appointed by the Manchester Corporation to carry out the work. Detailed drawings were provided in 1902 for Block W, with the Gymnasium at ground floor, Hay Store and Provender Store at first floor, Accoutrement Store and Residences at second floor, and the Children's Playground at third store. This scheme was not realised.

5.3 Phase I – Construction and alterations 1904 to 1936.

i) The LRFS was built between 1901 to 1906 with some adaptations recognised as technologically advanced for the period. The station was **completed in a sequence as follows:**

- **1904** - **Coroners Court, Block L** (London Road, north side) – Basement, ground, first, second and third floor plans. Section. Elevations to London Road and to Drill Yard.
- **1904** - **Police Station** (Whitworth Street, east side) - Basement, ground, first and second floor plans. Sections. Elevations to Whitworth St and to Drill Yard.
- **1905** - **Blocks F & L** (Fairfield Street and London Road).
- **1906** - **Second Officers House** (Minshull Street corner Fairfield Street) - Ground, first, second and third floor plans.
- **1906** - **First and Third Officers Quarters** - (London Road corner Fairfield Street) Ground, first, second and third floor plans.

ii) In 1904, the originally intended branch of the Public Library on London Road was replaced by the Coroner's Court. The Fire Station was finally completed in September 1906 at a total cost of £142,000. The final construction consisted of the Fire Station and Engine House on Fairfield Street, the Second Officers' House at the corner of Minshull Street and Fairfield Street, the Ambulance Station and Police Station on Whitworth Street, the Gas Meter Testing Station at the corner of London Road and Whitworth Street, and the Bank and the Coroner's Court on London Road.

iii) The triangular site was opened with accommodation for firemen and their families (thirty-eight flats on three floors with galleries on to the courtyard), and accommodation for the policemen and their families (four flats and two maisonettes on two floors, only accessible by a separate internal staircase and balcony).

iv) The originally proposed sculptural design of an equestrian group on London Road was not realised. At some point during the construction phase the original design scheme was changed, replacing the Gymnasium on Whitworth Street west side (Block W) and the Repairing Shops on London Road north side with the Gas Meter Testing Station that occupies basement, ground and first floors. The Gymnasium was built on the second floor, at the corner of London Road and Whitworth Street. The Repairing Shops (mechanics' shop, a smithy, a paint shop, and a spare stable) were also moved to the Whitworth Street side. The building provided everything that would insure the most up-to-date efficiency in the working of the Fire Brigade, as well as the comfort of men and families. It accommodated also a Laundry with an ingenious drying rack system (third floor, Whitworth Street side) and a Billiard Room (second Floor, Fairfield Street side).

v) In 1910 the sophisticated Gamewell Fire Alarm System was installed in the Control Room [G.14], on the ground floor, connected by a corridor to the Engine House. The elaborate terminal equipment, finished in marble and polished wood, is housed in the most sumptuous room of the building, with an embellished plaster vaulted ceiling and elaborated oak screen. It epitomised the pride of, *"The Finest Fire Station in this Round World"*.

5.4 Phase II – 1937 to 1951 alterations.

i) The fire station was subject to some amendments in the build up to the outbreak of World War II. The Fire Station urgently needed to provide extra accommodation space, therefore, in 1938 the Hay & Straw Stores on the third floor, at the corner of Whitworth Street and Minshull Street, were converted to become the single-men's Quarters. The area created thirty-two bed spaces, a sick bay, two toilets & showers areas, a kitchen, a dining room and a lounge. A new steel pole was inserted in an existing void to provide direct access to the ground floor and yard. A new suspended ceiling was formed in order to insulate the area and new lights are fixed to the existing skylights.

ii) The original roof vents are replaced with new ones. New window openings to internal voids are formed in order to provide light to the new kitchen. New doors, mouldings and finishes are provided throughout. The Quarter is separated from the Police Station Flats below by removing the flights of stairs from second to third floor (3.ST6) and by forming the new floor of the linen store (3.21).

iii) During World War II the building became the headquarters of the C Division of the National Fire Service. As the political climate intensified in Europe during the late 1930s it was clear that in the event of a war the fire service would come under tremendous pressure. In anticipation of war an Act of Parliament was passed authorising the formation of a voluntary fire service to supplement the regular Fire Brigade. The Auxiliary Fire Service (AFS) was then formed in January 1938.

iv) During the War, the demand placed upon the Gamewell Room was high, and it became necessary to build in 1940 an extension into the courtyard (later used as a garage and now demolished). The AFS largely relied on men who were too old or young for the army, but also began to accept women for the first time into the Brigade, although mainly in support roles. The Gamewell Room was staffed entirely by firewomen. In 1950 a telecom system is installed in the room making the Gamewell system redundant.

v) In 1948, the former Ambulance Station on Minshull Street was converted into workshops to provide on-going maintenance for the new fire appliances which had been obtained for the re-established, post-WWII Manchester Fire Brigade. However, the change of use did not alter the plan-form of the Ambulance room and the original features were left untouched.

vi) In 1948, a Training School for the fire service was also established in the London Road Fire Station, accommodated within the existing buildings.

5.5 Phase III – Modernisation from 1952 to 1961.

i) The Control Room was modernised in 1952, removing the obsolete Gamewell panels and registers and replaced by more up-to-date equipment. The early decorated ceiling, the parquet and the oak screen were fully retained. Despite this update, it was another seven years before the Gamewell was completely withdrawn due to the improved provision of telephone kiosks. The system's equipment was removed and stored in the Science and Industry Museum until being damaged beyond repair by a flood in the 1980s.

ii) Throughout the 1950s several residential flats at first floor were converted into larger dormitory accommodation. In 1952 the flats on Fairfield Street were altered respectively into a Dining Room (Flat 1.3), Kitchen (Flat 1.4), Officers Mess (Flat 1.5), Officers Quarters & Recreation Area (Flat 1.6), and Dormitory Accommodation (Flat 1.7, 1.8 and 1.9). The new plan-form was accommodated by creating new openings through early load bearing walls, removing several partition walls and by altering or infilling a few openings. The alterations were implemented while retaining the chimney stacks assisting in the appreciation of the layout of the typical flat.

iii) In 1957 the original Police accommodation above the Police Station was converted for use by the Fire Brigade, with a new link created to join the previously separated balconies together. Despite the change of personal use the former Police Maisonettes and Flats underwent only very minor alterations to their original fabric and planform.

iv) In 1957, Block A of the Single-men's Quarter is re-arranged in order to become a dormitory-style sleeping accommodation. Thirteen cubicula and a Toilets & Showers Area formed in 1938 have been demolished to form two dormitory rooms (3.26 and 3.29).

5.6 Phase IV – Minor changes from 1962 to 1969.

i) During the 1960s the building underwent minor alterations within the Changing Rooms next to the Gymnasium at second floor, and within the Spare Room & Lavatory of the Police Flats at first floor.

ii) In addition, there was considerable alteration to the Gymnasium, including: the removal of the timber mezzanine, infilling of the original window and door openings to the courtyard, and insertion of new door openings to the Changing Rooms and the adjacent Club room. These alterations were detrimental to the original volumetric composition and appearance of the high significance Gymnasium.

5.7 Phase V – The 1970s alteration and designation.

i) During 1970 the coal bunkers at third, second and first floors (Fairfield Street side) were converted into office accommodation, although without substantial impact on the most significant fabric. The works included minor internal alterations of the areas connected to the Control Room (G.14), with the WWII courtyard extension proposed to be refurbished as a general office. A new office was formed on the south side of the Control Room by building new partitions in front of the windows.

ii) Recognition of the architectural and historic interest of the building was made in 1974 and the building was designated as a grade II* listed building.

iii) In 1975 minor alterations were made to some of the residential flats (as most had become vacated). Partitions were added and new door openings created between 1.3.2 and 1.3.3 to form a communal T.V room. The changes worked with the plan-form and had a modest impact on the appreciation of the significance of the building.

iv) The 1975 alterations at second floor to Flat 2.6 in order to form a TV Room are more significant, having demolished the early partitions that set up the typical flat planform.

v) In 1977 London Road became the Headquarters for the newly formed Division E, requiring the Control Room to be completely modernised to receive a new alarm warning system.

vi) The Police Station closed in 1979 and the former bank building was vacated by its latter-day occupants, Christies Solicitors.

5.8 Phase VI – 1980s – Closure, sale and proposed new use.

i) Surveys undertaken in 1980/01 indicated the need for extensive repair and investment in the fabric of the building complex, much of which had already been vacated. The fire station finally ceased to operate as a base for the service in 1986 and, following some protracted negotiations the site was acquired purchased by Britannia Hotels Ltd, taking occupancy around 1993, with a series of Planning consents to convert the building into a hotel (see Planning history below). These include the following:

- **1986** - Application No: 26506 for conversion of existing fire station into a hotel was approved on 21/05/1986 (but not implemented)

- **1993** - Application No: 043811/DL/CMDC/93, for Listed Building Consent proposed internal and external alterations including demolition and extension to the existing building in association with the change of use to hotel. The application was withdrawn on 23/07/1993

- **1993** - Application No: 043810/DF/CMDC/93, sought planning permission to change the use of the building to hotel use with associated external alterations including demolition and extension. The application was withdrawn on 23/07/1993

- **1993** - Application No: 044016/DU/CMDC/93, for change of use of the building to a hotel was approved on 10/09/1993 (but not implemented).

ii) In 1998 the Coroner's Court finally closed and vacated the building. The new owners, Britannia Hotels, then applied for further Planning consents, covering the whole of the building to convert it into a hotel.

- **2001** - Application No: 062113/LO/CITY3/01 for Listed Building Consent to convert the building into a hotel was withdrawn on 15/04/2003

- **2001** - Application No: 062112/FO/CITY3/01 for the conversion of the building into a hotel remains withdrawn as sufficient information was submitted to determine the application.

- **2010** – Planning & LBC Consent granted for conversion to hotel use.

iii) None of the above consents were implemented. The building thus was used for bulk storage and as workshops by Britannia Hotels, with many spaces on the upper-floors simply empty.

iv) An assessment was carried out in 2010 to identify the works that have been undertaken without consent after 1974, when the building was statutorily listed with Grade II* status.

v) The un-dated alterations include the following (room numbers refer to the below Morphology Plans. Across the site the following appear to have been implemented between 1974 and 2010:

a) ST.4: (Fire Station on Fairfield Street) - Lift Insertion in staircase well, from basement to third floors.

b) B.49; G.49; 1.31.5 (Gas Meter Test): Lift replacement, from basement to first floor.

c) Fireplaces stripped-out throughout the building following attempted theft. Approximately 40 fireplaces were stored in G.19, with some 200 fireplaces missing and only 7 remaining in situ.

d) Fitting and fixtures stripped-out across the building (such as early timber doors and cupboards, ironmongery, and some staircase balustrades).

e) Timber block parquet finishes dismantled in several rooms.

vi) At the basement level minor, generally non-destructive alterations were implemented, including the following:

a) Test Room: partitions erected to form: B.55, B.56, B.57, and B.59. Modern partitions erected within B.63.

b) Test Room: early door opening blocked between B.57 and B.48, as well as B.59 and B.60.

c) Fairfield Street Basement: modern partitions to form: B.30, B.31, B.33, B.23 and B.19.

d) Fairfield Street Basement: modern partitions to form B.30; B.31; B.33 B.23; and B.19.

e) Fairfield Street Basement: early door opening blocked between B.27 and B.29.

vii) At ground-floor level the following sub-divisions were implemented:

a) Test Room: modern partitions to form: G.44, G.45, G.47, G.48, G.49, G.50, G.51, and G.52.

b) Bank: modern partitions to form G.8 and G.9.

c) Coroner's Court: Window alterations in G.7 and internal partition.

d) Cartway: modern gate to yard side.

e) Yard: modern storage bunkers to west side.

At the First Floor level modern partitions were erected to form: 1.31.31, 1.31.35, 1.31.36, and 1.31.38.

viii) At the second floor level the following alterations have been implemented, apparently between 1974 and 2010.

a) Gym 2.16.3: early window and door openings blocked up.

b) Gym 2.16.3: modern door openings to 2.16.4 and 2.16.1.

c) Gym 2.16.3: early timber mezzanine to west side and general fittings removed.

5.9 Morphological Plans

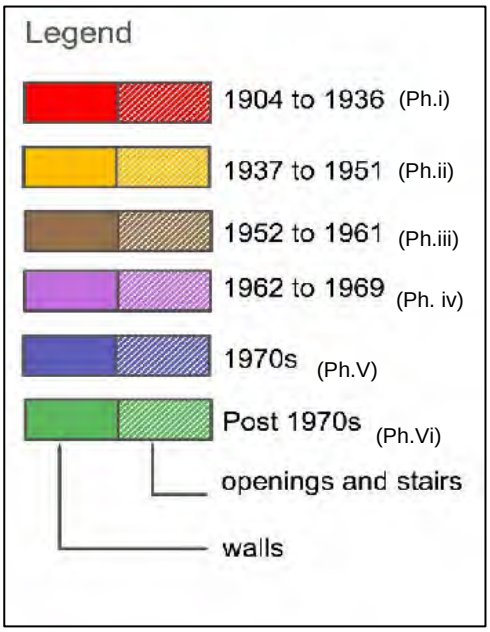
i) The following Morphological Plans were drafted following site surveys and informed by the above analysis.

ii) Morphological Plans are a diagrammatic snap-shot representation of the building as existing. These plans reflect the approximate period in which relevant structural and architectural elements (such as walls, partitions, joinery, staircases, fireplaces) were incorporated in the building.

iii) They also attempt to illustrate when each opening was created, altered, or infilled and provide the approximate period of doors and windows. The plans were prepared utilising the documentary research and evidence gained on site, by visual inspection of the fabric and architectural details. The analysis of site evidence includes the comparison of construction methods, architectural features and building materials against the archival documentation reviewed.

iv) The Morphological Plans are part of the evidence base required to conclude on the relative significance of the LRFS's components. This is included below.

v) The development sequence has been divided into the six phases described above as follows.



Phase I – The original construction and the early alterations, from 1904 to 1936.

Phase II – Minor alterations from 1937 to 1951.

Phase III – Modernisation from 1952 to 1961.

Phase IV – Minor changes from 1962 to 1969.

Phase V - The 1970's alterations & designation.

Phase VI - Post 1970's alterations

vi) The plans referred to are numbered as follows:

- MP01BF- Basement Floor
- MP02GF- Ground Floor
- MP03FF- First Floor
- MP04SF- Second Floor
- MP05TF- Third Floor
- MP06R- Roof

6. Significance appraisal.



6 SIGNIFICANCE APPRAISAL.

6.1 Introduction and assessment methodology.

i) The following assessment of the individual spaces in the London Road Fire Station (LRFS) is intended to disaggregate its fabric and spatial components to focus on the particular nature of the building's special interest, using the established Historic England methodology.

ii) The LRFS is built in red Accrington brick with dressing of reddish-brown 'Burmantofts' terracotta. The building is richly adorned with sculptures by John Jarvis Millson, featuring impressive timber doors, gates, ironmongery and metalwork. Double pitched, slated roofs cover the timber truss roof structure and are interspersed with cupolas and chimneys. Three towers stand out in the façade, with the Hose Tower on Fairfield Street the highest and most impressive. The Drill Tower, on Fairfield Street, is not a 'tower' per se, but it was referred to as such and used during firemen training exercises.

iii) The courtyard is an essential part of the fire station and is a central feature of the LRFS. Characterised by an almost uninterrupted series of balconies, the courtyard used to be a hub of activity and vital to the training of firemen. Architecturally, the courtyard visually connects all elevations whilst allowing for cross-ventilation and maximum use of natural light.

iv) Steel columns and girders, beams and steel joists (some of which are partially embedded in the concrete floor slabs) are typical structural components at the LRFS. Horizontal members sit on the load bearing walls or on the 'party walls' which separate individual parts of the building. Interior partitions vary from solid brick to very light with examples of "brick-nogged stud" construction or timber stud with plasterboard.

v) Some of the ground floor rooms feature elaborate decoration with glazed bricks, faience work, decorative mosaic and terrazzo flooring or oak woodblock floor. Plaster ceilings can be either coffered or present strap-work, whilst other ceilings are executed in timber. Stairs can be either utilitarian (with concrete steps) or more elaborate featuring carved stone steps and highly decorative balustrades. Utilitarian rooms are generally finished in painted brick, with either brick or concrete floors, and painted concrete ceiling slabs, generally with steel structure exposed and painted.

vi) The upper floors are characterised by simply finished flats, generally featuring oak wood block flooring throughout, with quarry tiles finishing the floors of wet areas. Walls are usually plastered and decorated with several layers of wall papers. Decorative plaster is restricted to cornices in reception rooms and parlours, which also present simple moulded timber skirtings. Cast iron fire-places with colourful glazed tiles hearths are a typical of the flats (although several have been removed and about 40 are stored at ground floor room G.19). The 1st, 2nd and 3rd officers' flats follow similar decorative patterns, but present more elaborate cornices and skirtings. The senior officers' apartments (both Fire and Police services) also have slightly larger room sizes and a higher number of rooms, distributed in different floor levels, connected by stairs.

vii) The gymnasium, the laundry, the club, the mess room facilities, the billiard room and the single firemen quarters are rooms assigned to communal use, breaking away from the typical residential character of the upper floors. These rooms reflect a wide variation of finishes, scale, and typology consisting of a good sample for the complexity of functions housed in the LRFS.

viii) The conclusions of the Significance Appraisalare summarised in the following **Table 1** for ease of reference. These are simply the relative significance of the spaces measured against each other. The below Significance Plans provide a graphic illustration for reference.

Table 1: Summary of spatial assessment as described below (Sections 6.2 – 6.25)			
High heritage significance	**Considerable heritage significance.**	**Lower heritage significance.**	**No heritage significance or detrimental.**
Exterior Elevations	**Roof**	**Police Maisonettes**	**Fairfield St. Officers Mess & Dormitories**
Carvings and sculptures.	**1st & 3rd Officers Quarters**	**Meter Testing Offices**	**Single Firemen's Quarters**
Laundry	**Gas Meter Testing Station**	**Workshops**	**Social Club Room**
Engine House	**2nd Officers Accommodation.**	**London Road Flats**	**General basement spaces.**
Control Room	**Gymnasium**	**Minshull Street Police flats**	
Coroner's Court	**Ambulance House**	**Billiard Room**	
Police Station	**Staircases**	**Fairfield Street Flats**	
Courtyard space	**Bank**	**Whitworth Street Flats**	
Towers	**Courtyard Elevations**	**General Basement Area**	
Interior & multi-functional use.	**Metalwork**	**Building services**	
	General plan form and structure.		

ix) The following method has been used to disaggregate the significance and sensitivity of the complex and arrive at the above assessment.

x) The *"Principles of Selection for Listing Buildings"* sets out the Secretary of State's general principles to assist on the determination of the special interest of buildings and helping to identify which ones ought to be statutorily listed.

xi) This significance appraisal is structured to provide an objective description of the London Road Fire Station. The assessment of significance accords with the requirements of the NPPF and

uses Historic England's methodology outlined in its 2008 document, *"Conservation Principles, Policies and Guidance".*

xii) Consequently, the designated heritage asset's overall significance is defined by an analysis of the relevant aspects of the following:

- ***Evidential Value*** – this relates to the potential of the place to yield primary evidence about past human activity;
- ***Historical Value*** – relevant to ways in which the present can be connected through a place to past people, events and aspects of life;
- ***Aesthetic Value*** – focusing on the ways in which sensory and intellectual stimulation is derived from the place;
- ***Communal Value*** – relating to the meaning the site has for the people of Manchester and the collective experience of memory they hold.

The concluding Statement of Significance thus refers to the above broad values in order to define and summarise the overall significance of the complex.

xiii) However, as the key criteria for listing are special historic or architectural interest, it is also necessary to determine the significance of the LRFS's components. Thus their individual: architectural, historic, artistic or archaeological values need to be disaggregated and determined. The assessment thus evaluates the contribution of the components to the statutorily defined, special architectural and historic interest of the London Road Fire Station. The purpose is to attempt to identify the most sensitive areas in order to inform and measure potential intervention options.

xiv) The building is by definition (and statutory designation) of national and international significance, due to the unique design, scale and set of original uses. It is a rare example of a multi-service building which incorporated a variety of public and private uses. Fundamentally, it is also a fine example of a high-quality municipal building representative of turn of the century fire-fighting. Its role in the lives of the Brigade community and the importance it played in the lives of the people of Manchester was enormous. The following conclusions are based on surveys carried out on each level, room-by-room. The following is a summary of the key fabric and spatial components.

xv) When carrying out the Significance Appraisalof the exteriors, consideration was given to the architectural design, decoration and craftsmanship, construction technique, window, door openings and their associated joinery, scale and proportions of architectural features.

xvi) Consideration was also given to elements such as plan-form and spatial character, structure and finishes of ceilings and walls, flooring materials, window, door openings and their associated joinery, any fittings and mouldings, services, fireplaces and staircases.

xvii) The schedules of significance should be read in conjunction with the following Significance Plans which attempt to graphically summarise the analysis of significance.

xviii) The criteria and terms tested to establish and record the significance of the building's Areas are defined as follows:

Architecture / Aesthetic: Architecture/Aesthetic defines the importance and interest of the Area in terms of its intrinsic architectural merit (architectural design) including its, plan-form, decoration, craftsmanship and technological innovation or virtuosity).
Completeness: Completeness defines the extent to which a designated Area retains its integrity in terms of internal features and planform. The completeness is assessed in reference to the original design of the building. Latter day alterations to the original design have tended to be of more functional quality. Even though the alterations may reflect new technology, the original fabric was built in high quality materials and better reflects the architectural significance of the Fire Station, expressing its physical attributes and its intangible qualities. We generally accept the conservation philosophy in which alterations are embraced as a natural component of the development of a building. We also acknowledge that at times such alterations deserve to be preserved. However, the special interest of the building is expressed in its high quality original design and materials and in the careful attention to architectural detail of quality of craftsmanship. Later alterations are generally limited to a small number of areas and were poorly executed in terms of building techniques and materials.
Plan-form: refers mainly to the layout of the area in question, including staircases, fireplaces and internal subdivision.
Internal refers mainly to the internal partitions, structure finishes, decorations, appliances and fixtures.
External refers mainly to the external shell of the building to its external features and decoration.
Hierarchy: Hierarchy defines the extent to which a defined area, including its function and position, contributes to the architectural and historic interest of the building.

xix) The analysis of the significance and condition of the fabric is intended to be used to inform and determine the capacity for change within the building.

xx) The focus is on providing the necessary and proportionate levels of information, in order to justify potential alterations, based on the perceived level of heritage significance.

xxi) The assessment of the significance is based on both desktop research and extensive on-site visual surveys. The particular grading of significance is tailored to the London Road Fire Station, and is not intended to be directly transferable to other listed buildings, as the purpose is to disaggregate the relative values of its particular components.

xxii) Therefore, the assigned grading values should not be compared to other buildings within the Whitworth Conservation Area or buildings of this date, as the grading is a specific measure of the LRFS's components.

vii) The following interprets the heritage values assigned to the LRFS in this report and on the following Significance Plans.

- **High significance** relates to those parts or elements of the structure deemed to be of particularly special interest. These components are *fundamental* to the understanding of the architectural design concept, and play a major role in reflecting their evidential, historic, aesthetic or communal values.

  The loss of such elements (through demolition, removals, or alterations) could potentially cause a *highly adverse impact* on the special interest of the building.

- **Considerable significance** relates to those components of the structure deemed to be of special interest. They are *important* to the understanding of the architectural design concept, and play a considerable role in reflecting the building's evidential, historic, aesthetic or communal values.

  The loss of such elements (through demolition, removals, and/or alterations) could potentially cause a *moderate adverse impact* on the special interest of the buildings.

- **Lower significance** relates to those components of the structure deemed to be of more modest interest. They provide a relatively *minor contribution* to the understanding of the architectural design concept and a modest role in revealing the building's evidential, historic, aesthetic or communal values.

  The loss of such elements (through demolition, removal, or alteration) may cause a *minor adverse or neutral impact* on the special interest of the building.

- **None/Detrimental** features and elements that do not contain any special interest. These can *detract from the significance* of the building and maybe evidence of poor craftsmanship or ad-hoc refurbishments.

  The loss of such elements (through demolition, removal or alteration) could potentially have a *neutral or beneficial impact* on the special interest of the building.

viii) **NB:** Room numbers mentioned in the text refer to those on the below Significance Plans and may differ from those assigned in other reports.

6.2 General plan-from and structure – Considerable significance.

i) The general plan-form of the London Road Fire Station reflected several typical requirements in fire station design briefs, refined through the experience of Superintendent Parker.

ii) However, the final layout developed as dictated by the budget, and local constraints. Some of the spatial relationships appeared to be standardised, in particular the form and use of the courtyard which was a central part of the LRFS brief requirements. In the LRFS, a few minor outbuildings were added over time, which was typical as a technology advanced, with small spaces for storage of fuel and other supplies.

iii) In contrast to more modest stations, the LRFS originally accommodated much of its coal and hay stacks on upper levels, to service the housing needs. It also opened up space on the ground-floor to accommodate independent, outward facing spaces such as the Coroner's Court and the Bank on London Road.

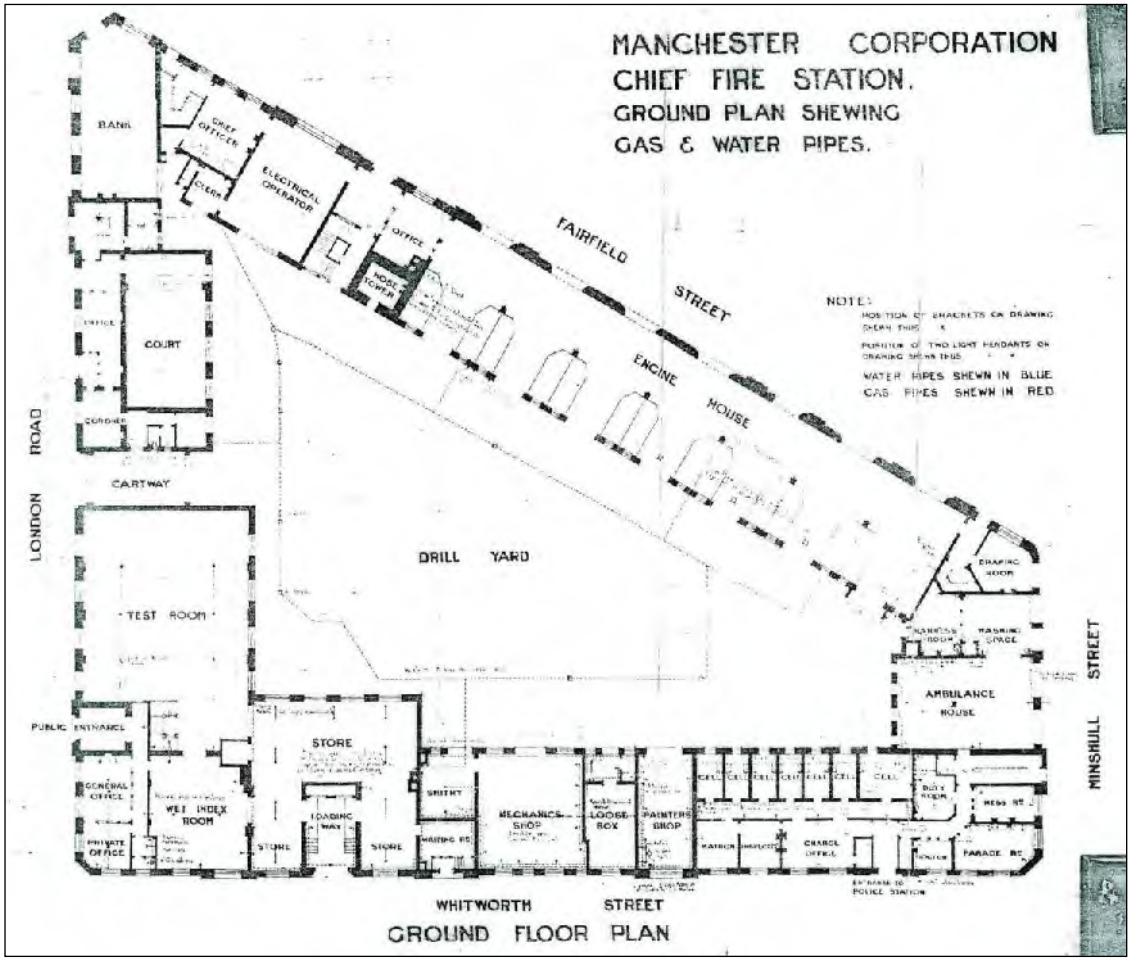


Fig 19 Ground-floor layout c1940 showing the compartmentalised distribution of uses.

iv) In general construction terms, the building is comprised of steel columns and girders, beams and steel joist, some of which are partially embedded in the concrete floor slabs. The horizontal structure sits on the load bearing walls, or on the 'party walls' which separate individual parts of the building. The construction techniques adopted were typical of its time. The more

substantial interior partitions are made of solid brick, but many of the interior partitions were also examples of "brick-nogged stud" construction, as seen in the flats, or even timber-stud encased in plasterboard, in case of modern alterations.

v) The roof construction is traditional for this period. Queen post trusses span the internal face to the external brickwork supporting purlins and rafters. A timber ring beam runs at the base of most walls supporting the trusses on to the brick walls. In some areas the truss sits in iron shoes located at the head of the external wall inner leaf. The timber used for the rafters and wall-plate appear to be Scot's pine, referred to as red-deal timber.

vi) The floors are generally suspended concrete filler joist construction supported on mild steel beams and/or masonry walls. This was a common form of construction between the 1880s and 1920s. The filler joists comprise steel joists spaced between 600mm and 1200mm max and in-filled with unreinforced concrete. Loads applied to the concrete are transferred to the steel joists with the concrete behaving in a similar manner to a very shallow arch, although the slab soffit is flat.

vii) The basement floors and some areas of the ground floor are ground bearing concrete slabs. There are some areas of suspended timber floors at first-floor level.

viii) The columns are cast iron or masonry. The cast iron columns are generally encased in concrete at basement level. The balconies to the courtyard are cantilevered steel beams which are embedded in to the perimeter masonry wall. Filler joist construction between these cantilevered beams and a channel section to the outer edge form the balcony floor.

ix) **Architectural/Aesthetic value.** The plan form and construction make a considerable contribution to the significance of the LRFS. The plan is a considered response to the tight site and facilitates the multi-functional use of the complex.

x) ***Completeness.*** The plan-form and substantially intact.

xi) **Hierarchy.** The sheer size of the station complex and the trapezoidal site, laid around a central courtyard, adds to the special character of the building.

xii) **Conclusion: Considerable significance**. The general plan form and structure of the fire station complex is deemed to be of special interest and is important to the understanding of the architectural design concept. The clear response to the site and the construction has a considerable role in reflecting the building's evidential, historic, aesthetic or communal values.

6.3 The external elevations (general). High significance.



i) The external elevations are fundamental to the appreciation of London Road Fire Station. The elevations define its character as is an exuberant example of Edwardian Baroque arranged around a trapezoidal plan which creates four external elevations.

ii) The striking exterior, impressive due to its sheer scale, excels in terms of architectural expression and level of craftsmanship. While the use of terracotta was not uncommon at the time, especially in municipal buildings, the masterful work by the sculptor J.J.Milson sets the building apart.

iii) The elevations include red Accrington brick and buff terracotta (Leeds Fireclay Co) referred to as Burmantofts and are beautifully detailed with carving. Cast iron rainwater goods are embellished with decorative motifs, wrought iron details such as former light fixtures and railings are seen around the building. The numerous original doors and windows are magnificently detailed in a number of types that repeat throughout the building. The structure is crowned by welsh slate pitched roofs, set within a number of terracotta clad chimney stacks and towers.

iv) The main public access to the courtyard is through the large gates on London Road. Fairfield Street was the main access for the fire engines, in addition to the ambulance station doors on Minshull Street.

v) The other entrances, much smaller in scale, provide public and private access to the independently used areas of the building such as the Bank and the Coroner's Court and The Gas Meter Testing Offices on London Road, the loading docks and the Police Station on Whitworth Street and Minshull Street.

vi) The interior elevations are modestly designed, with plain brick and sparing use of terracotta for the string course and cornice.

vii) The exterior elevations, with imposing Baroque facades, are clad in red-brick and yellow terracotta materials, with subtly distinguished frontages to each of the four streets which enclose the site. With the exception of the principal façade on London Road, the facades have a moulded faience plinth, rusticated terracotta ground-floor and brick with terracotta dressing on the first and second floors. Where a third floor is exhibited these have terracotta walls. The chimney stacks are brick with terracotta caps.

viii) The building is fenestrated using a variety of window designs on the street elevations, with a subtle variation in elevation details. Generally, on the ground-floor the windows have rusticated

jambs and are recessed with a rebated shirt and moulded cill. These have flat arches, proud keystones and roll moulded surrounds interrupted the rustication.

ix) The first and second floors there are two standard forms of sash and casement windows employed, linked in each bay between storeys by a shared projecting terracotta surround. On the first floor the windows have a lugged moulded architrave with flat arch and straight cornice. On the second floor the windows have a moulded architrave and a straight cornice.

x) The majority of the windows throughout the fire station have horned sashes with small vertically-orientated, rectangular panes. There are some casement windows used and a few fixed lights, notably on the London Road façade. The internal facing windows have flat brick arches and timber-framed mullion and transom windows, comprising casements with now fixed lights. On the ground-floor, where there are rooms of higher status (e.g the former control room and the Coroner's Court) the spaces are lit by large, fixed lights with semi-circular brick arches.

xi) **Architectural/Aesthetic value.** The high significance of the elevations to the LRFS are evidently positive contributors to the character of the Whitworth Street Conservation area and help define the building's local, national, and international architectural importance. Recognition of the above resulted in the Grade II* listing in 1974, including it in the upper 6% range of historic building in England of this calibre.

xii) The exterior of the London Road Fire Station is a significant example of Edwardian Baroque exuberance. The building features typical details of this style, such as the extensive rustication at ground level, the expressive keystones of arched openings, the domed corner rooftop pavilion and the taller tower-like elements, usually domed, lending the building a lively rooftop silhouette. Elements from the Italian Baroque architectural style are also present, such as exaggerated keystones and segmental arched pediments. At the main façade, the giant ionic order columns add austerity to the rather animated facade composition.

xiii) ***Completeness.*** The exterior elevations retain their appearance substantially intact.

xiv) **Hierarchy.** The design places aesthetic emphasis, by lavish detail, on the architectural hierarchy of the interior building functions. Windows, doors, domes, pediments, statues and cartouches celebrate the rich array of activities that once took place in this multi-functional building. Aside from its complex programme, the sheer size of the station, built on a trapezoidal site and laid around a central courtyard, adds to the special character of the building.

xv) **Conclusion: High significance**. The external elevations are of particularly special interest and *fundamental* to the understanding of the architectural design concept, and play a major role in reflecting their evidential, historic, aesthetic or communal values.

xvi) The following discusses the form and character of each external elevation.

6.3 (a) London Road external elevation. High significance.

i) The London Road elevation presents the main frontage and entrance, comprising 18 bays and extends to four-storeys above basement. The frontage accommodated a bank and Coroner's Court at ground-level and basement, with the Gas Meter testing station at basement and ground-floor level. The upper-floors accommodated residential flats for married firemen and their families.

ii) The street elevation is almost symmetrical with its central axis formed by a large central entrance which provides the main vehicle entrance to the courtyard.

iii) The elevation is characterised by its projections which are surmounted by open domed towers, with a balustrade opening supported by Ionic pilasters and seated terracotta figures.



Fig 20 - London Road elevation – Sept. 2016.

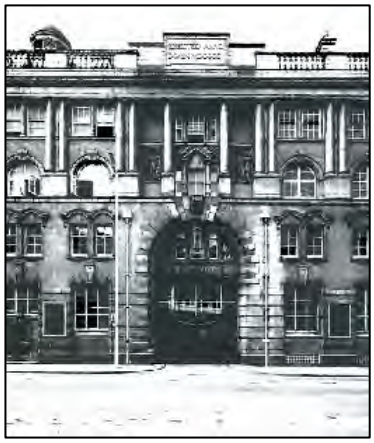


Fig 21 Detail of London Road elevation 1986.

iv) This London Road façade is articulated by two projections, symmetrically placed either side of the entrance. In summary, the elevation comprises a rusticated, terracotta ground-floor with faience plinth and first-floor walls of plain terracotta surmounted by a moulded string-course.

v) The second and third floors have brick walls with terracotta dressings which are recessed and fronted by an arcade of paired Ionic half-round columns, except in the centre above the main ground-floor opening where the three central bays are divided by single pilasters.

vi) The arcade supports a plain frieze beneath a modillion-style terracotta cornice and a balustrade with vase balusters. In the centre of the balustrade is a raised terracotta panel with a description stating, "Erected Anno Domini MDCCCCV." In the centre of the main entrance there is also a sculpted terracotta frieze depicting figures in classical costume.

vii) The hipped roof is clad in Welsh slate and largely concealed from the London Road frontage by the balustrade, but this structure is only read from the courtyard side.

6.3 (b) Fairfield Street external elevation. High significance.

i) The Fairfield Street elevation is 32 bays in length and reaches to four-storeys, over a basement, in its central section. The four-storey section is articulated by four pedimented projections. These have rusticated walls on the ground and first floors and balconies, carried on curved consoles, serving the second floor. The frontage is embellished with Ionic columns which support a plain frieze and modillions, broken triangular pediment.



Fig 22 Fairfield Road elevation – Sept.2016



Fig 23 View of the Fairfield Road elevation – 1986 – showing the former Second Officer's house on the corner .

ii) The ground-floor has seven large vehicular entrances proving egress from the building for the fire-engines. The openings have semi-circular terracotta surrounds with a concave moulding.

iii) The engine doors are original and are part-glazed and folding in form, surmounted by segmental fan-lights. The east end of the range accommodates the tall, square-plan, hose-drying tower, built of brick with terracotta dressings. The open-top to the tower is surmounted by a terracotta ogee-shaped dome which is carried on 4 piers, with flanking columns. The four pinnacles, which also enclose the tower, each supports a terracotta eagle mounted on an orb.

iv) The range accommodated the control room on the ground-floor (eastern end) which included the "Gamewell" system and garages for the seven emergency vehicles, accessible from both courtyard and Fairfield Street.

v) The original stables were located adjacent to each bay, but were soon removed as motor-vehicles were adopted later in the decade.

vi) The upper-floors accommodated the communal and residential accommodation for the fire service staff, each flat access from the balcony in the drill yard and via pole cupboards directly into the emergency vehicle garages on the ground-floor.

6.3 (c) Minshull Street external elevation. High significance.

i) The Minshull Street range is composed of eight bays, reaching to four-storeys above a basement. The central four-bay section is articulated by flanking projections with terracotta details.

ii) The whole façade has a dentilled, terracotta cornice The ground and third floors are of terracotta throughout, with the remainder of brick with terracotta dressings. Each end of the Minshull Street elevation is surmounted by a terracotta turret, corbelled out on the first-floor where there is a moulded base. This is topped by a concave finial and vase.



Fig 24. MInshull Street elevation. Sept 2016.



Fig 25. Minshull Street elevation – 1986.

iii) The ground-floor has two, large wide entrances which originally provided vehicular entrances for the ambulance station. These are surmounted with semi-circular arches with concave mouldings and proud keystones.

iv) To the north end of the elevation the pedestrian entrance gave access to the Second Officer's domestic accommodation.

v) The third, small, flat arched vehicle entrance was originally used as a garage for the Chief Fire Officer's own vehicle. The pedestrian entrances led into a stair lobby which originally led to the Chief Fire Officer's domestic accommodation.

6.3 (d) Whitworth Street external elevation. High significance.

i) The Whitworth Street elevation is some 21 bays long composed of a series of projections, articulate the long façade and reach to four-storeys over a basement. The rusticated walls are located at ground and first floor level with projecting balconies serving the second floor.

ii) The balconies are carried on curved consoles and have vase balusters. The second and third floors have a central recess between each pediment, corresponding with the projecting balconies. These recesses are flanked by engaged Ionic columns supporting a plain frieze and modillioned broken segmental pediment.

iii) The three and a half storey sections have steeply-pitched roofs with Welsh-slate slopes and terracotta pedimented dormers.



Fig 26. Whitworth Street elevation. Sept 2016.



Fig 27. Detail of the Whitworth Street entrance – 1986.

iv) The elevation has two, wide pedestrian entrances on the ground-floor in the east and west projections, with the western entrance accessing the former Police Station.

v) The central part of the range included garages and workshops on the ground-floor utilising the vehicle entrance which gave access into the courtyard.

vi) The upper-floors contained a double height gymnasium, residential flats and a communal laundry (see below).

6.4 The Courtyard elevations. Considerable significance.

i) The courtyard elevations are more utilitarian and repetitive than the exterior elevations. The key features are the main cast-iron stairs and the cantilevered concrete balconies with wrought iron railings, which run all around the inner-face of the building.



ii) The balconies gave access to all family flats, to former recreational rooms for fireman and police officers (Club, Billiard Room, Officer's Mess and Kitchen), to the single firemen quarters, to stores, to the Laundry room and to the Gymnasium.

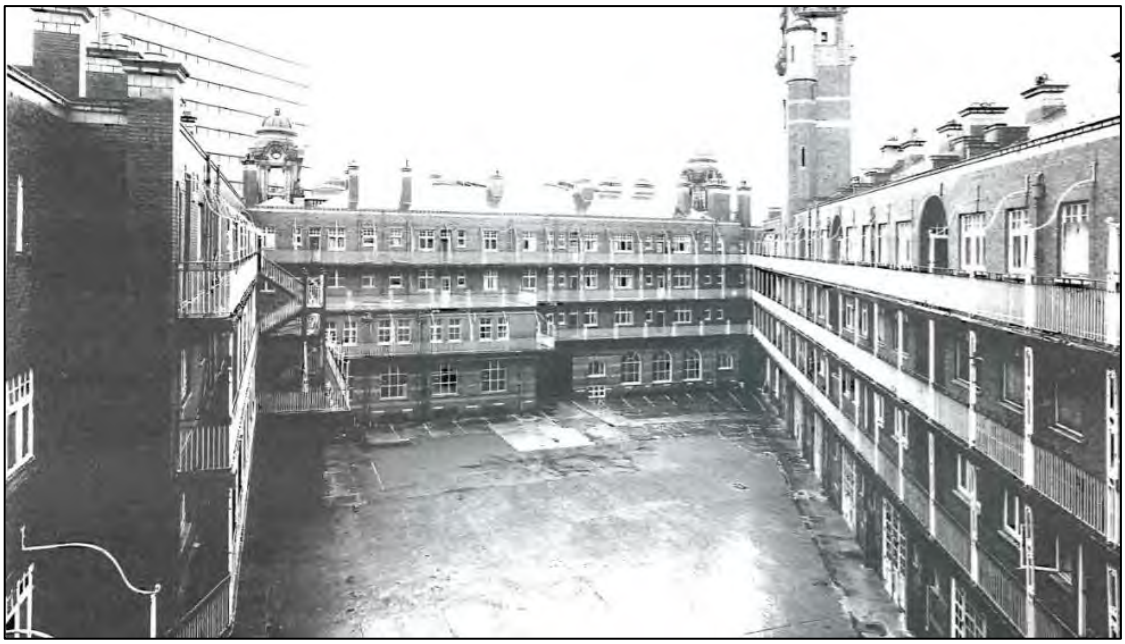


Fig 28. View east of the courtyard elevations c1985.

iii) The most prominent feature of the courtyard's elevation is the Drill Tower (or Practice Tower) on the west range. The Hose Tower rises proud from the Fairfield Street side and, along with the other towers on London Road and Minshull Street and the numerous chimney stacks, such features animate and relieve the long running facades. The view towards the main access to London Road with robust timber gates, and the numerous large timber doors at the ground-floor level further enriches the relatively simple courtyard elevations.

iv) Accrington brick is the dominant material in the courtyard. The Leeds Fireclay Co buff terracotta is sparsely used on the ground floor, on the top floor frieze, at the upper sections of the Drill Tower and extensively at the chimney stacks. Welsh slates finish the pitched roofs. The cast-iron rainwater goods are embellished with decorative motifs. The wrought iron stairs and balcony railings have decorative posts with scroll details. The numerous original doors and windows repeat throughout the building, although several are

lost and have been boarded up.

v) The main access from the courtyard to the exterior is the large gate on London Road. Other large doors around the building give access to the Fire Engines room on Fairfield Street, the Ambulance Station on Minshull Street, and the workshops on Whitworth Street. Direct access to the London Road Gas Meter Testing Station basement is via concrete steps. The other entrances are through smaller doors around the building.

vi) ***Architectural/Aesthetic***. The architectural expression of the courtyard façade as a whole is subdued, contrasting with the rich variety of the exterior and public face. Its considerable significance lies in the architectural language used to express the robust and functional character of the space. The contrast between exteriors and interiors has also significance in its own right.

vii) **Completeness.** The courtyard elevations retain their appearance substantially intact despite several windows and doors having been replaced or boarded up. The modern intrusions into the courtyard have not altered the appreciation of the original layout and appearance.

viii) **Status in hierarchy.** The interior courtyard is of considerable significance, as a component which defines the character of the operational layout and its function in the context of the daily fire station activities. While the courtyard space is fundamental to the operation of the fire station, it was designed to be a semi-private operational area, and hence has limited decoration.

ix) **Conclusion: considerable significance.** The internal elevations are deemed to be of special interest and important to the understanding of the architectural design concept. They play a considerable role in reflecting the building's evidential, historic, aesthetic or communal values.

6.5 The Courtyard. High significance.

i) The main access from the courtyard to the exterior is the large gate on London Road. Other large doors around the building give access to the Fire Engines room on Fairfield Street, the Ambulance Station on Minshull Street, and the workshops on Whitworth Street

ii) Direct access to the London Road Gas Meter Testing Station basement is via concrete steps in the north-east corner. The other entrances are through smaller doors around the building.

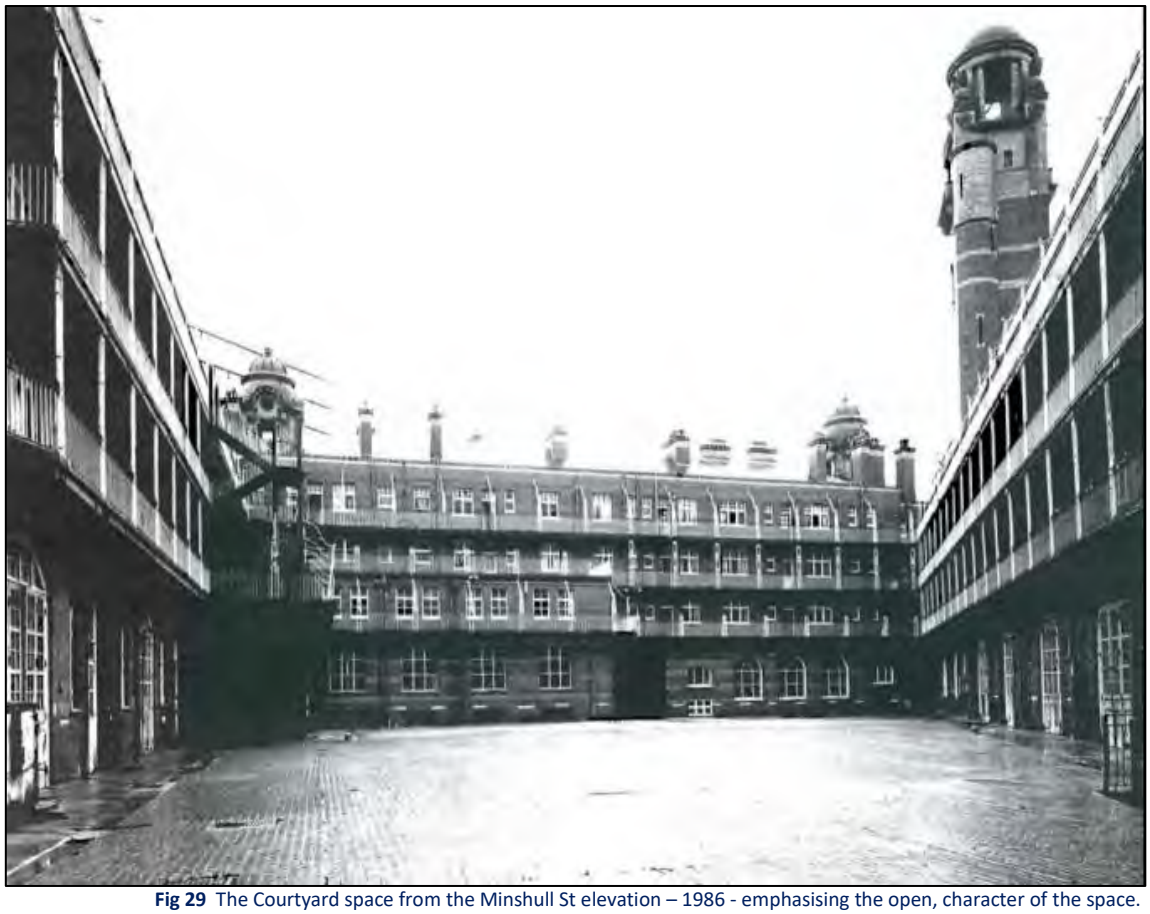


Fig 29 The Courtyard space from the Minshull St elevation – 1986 - emphasising the open, character of the space.

iii) The pavement of the courtyard is currently laid with a replacement textured, red-brick tile, with sections of concrete and other materials, including with a plain asphalt cover. The uncluttered, open courtyard, surfaced in a hatched red-tiled, was, of course, a fundamental component of the operation of the complex.

iv) The size of the courtyard was a function of dictated by Chief Parker's original brief (hence dismissing the smaller site which had been suggested as possible locations for the new HQ) with the site's layout dictated by the functional constraints.

v) One of its early relevant functions was to provide 'returns'. Since horses are not able to reverse, the courtyard allowed for horse-drawn engines to be driven back in through a separate entrance, leaving them ready for the next departure.

vi) The courtyard was originally used for training drills, maintenance, and even social events and consequently is characterised by its simple, open form. The current mix of surface materials detracts from its cohesion as a place. The red tiles are post-WWII partial replacements.

vii) The architectural expression of the courtyard facades is subdued, in comparison to the rich variety of the exterior. However, its considerable significance lies in the architectural language used to express the robust and functional character of the space. The contrast between exteriors and interiors has also significance in its own right.

The interior courtyard is a high significance part of the building due to its determining role in the layout and to its function in the context of the daily fire station activities.



Fig.30 – 2016. The courtyard, with replacement tiles.

ix) **Architectural/Aesthetic.** The courtyard or yard is a common feature of historic fire stations. However, it is a space which was fundamental to the operation of the complex, facilitating fire drills as well as social activities such as Christmas carol services. The physical form of the courtyard is simple and it currently is comprised of replacement materials. Its high significance lies in the functional importance of the space as well as the area within which the building's details are understood. The architectural language is robust and functional.

x) **Completeness.** The courtyard elevations retain their appearance substantially intact despite several windows and doors having been replaced or boarded up. The modern intrusions into the courtyard have not altered the appreciation of the original layout and appearance.

xi) **Status in hierarchy.** The interior courtyard is of high significance, as a component which defines the character of the operational layout and its function in the context of the daily fire station activities.

xiii) **Conclusion: High significance.** The courtyard space is deemed to be of special fundamental importance to the understanding of the architectural design concept. It plays a considerable role in the expression of the building's historic, aesthetic and communal values.



Fig.31 - 1960. A demonstration during the Home Office Inspection, featuring the Brigade Band in the Courtyard.



Fig:32 – A 'carrying down' drill with the Magirus turn table ladder. Source: Bonner R F and Dwan J "The Finest Fire Station In This Round World".



Fig:33 - 'Jumping Sheet' drill. Source: Bonner R F and Dwan J "The Finest Fire Station In This Round World".

6.6 The Towers. High Significance.

i) Collectively the towers in the London Road Fire Station are of great aesthetic and functional importance and make a key contribution to the architectural character of the building. As key elements of the façade composition, these towers are highly responsible for the roof silhouette of the building, adding character and beauty to the facades whilst signaling the functional importance of the place it is crowning.

ii) The Hose Tower is the most prominent and recognisable feature of the station and its skyline. The tower was accessed from the ground-floor, where the wet hosepipes were attached to a pulley system and hauled up the tower to dry them out. The tower became redundant with the change in material used for the hoses. The open, top section of the tower is embellished with decorative railings and the cupola. Looking out from each corner of the tower are large carved eagles perched on globes adding to a composition of great detail and aesthetic quality.

iii) The Practice Tower is essentially a multi-storey, corridor-wide open space which was attached to the courtyard side at the rear of the senior officer's accommodation. The purpose was to enable the courtyard to be used for escape practice (as shown below below). This was a key component of the original brief and facilitated the on-site training for the firemen.



Fig. 34 – c1950. Ladder practice Source: Bonner R F and Dwan J "The Finest Fire Station In This Round World".



Fig.35– 'C1950. Carry down' drill with synthetic smoke. Source: Bonner R F and Dwan J "The Finest Fire Station In This Round World".

iv) **Architectural/Aesthetic.** The towers are key architectural features which create visible landmarks within the wider streetscape. The towers were fundamental to the original operation of the complex, facilitating drying and training drills, as well as being key aesthetic features. The high significance lies in the functional importance of the structures, as well as the opportunities for decorative embellishment which they present.

v) **Completeness.** The towers are largely complete despite some significant deterioration in their fabric. The redundancy of their uses has not altered the appreciation of their original for or appearance.

vi) **Status in hierarchy.** The towers are key building elements and components which define the character of the fire station, as well as being fundamental to the original daily activities.

vii) **Conclusion: High significance.** Collectively the towers are deemed to be of fundamental importance to the understanding of the architectural design concept. The towers play a fundamental role in the expression of the building's historic, aesthetic and communal values.

6.7 Carving and Sculpture. High significance.

i) A particularly notable design component of the London Road Fire Station's design is the sculptural work by local artist, John Jarvis Millson. The majority of his work is based in the north of England, notably in the Bury and Rochdale area. The fire station being one of his most accomplished and extensive commissions, despite being the only one which he completed in terracotta.

ii) The London Road appointment was only the second commission of this type that Millson had implemented with Woodhouse and Willoughby, the first being the Bury Art Gallery Museum and Library built in 1901.



Fig. 36. Decorative lion-head detail as arch keystone.



Fig 37. Decorative Fire Brigade cartouche facing Fairfield Street, above the Fire Engine exits.



Fig. 38 Decorative detail above the main access to the Police Station.



Fig.39 - Terracotta detail with Manchester City coat of arms at the corner of Whitworth and Minshull





Fig 40 – JJ. Milson's excellent carved work.

6.8 Metalwork. Considerable significance.

i) The highlights of exterior metalwork in the London Road Fire Station consist of the cast iron decorative balcony railings, canopies and exterior stairs with railings. The remnants of decorative light fixtures still embellish the exterior. The extensive use of decorative cast iron is also seen in the treatment of rainwater goods, both in the courtyard and external elevation, featuring stamped decorative work with fleur-de-lis or other motifs .

ii) The dome above the Bank section of the building and the vaulted window tops ending in arched pediments on the façade are handsomely finished in lead.



Fig. 41. Decorative cast iron steps reflect the Arts and Crafts details seen in other parts of the building.



Fig.42 . Functional balcony railing. Cast iron rainwater goods seen beyond.



Fig. 43- Decorative stamped cast iron rainwater goods.



Fig.44. Leadwork covers the turret dome and vaulted roofs.

6.9 Roof. Considerable significance

i) The roof at the LRFS is a double-pitched slated roof on timber rafters and framing, that vary in several forms of truss design. The 75 degree roof slopes have perimeter gutters and are largely hidden on the external elevations by the exuberant detailing and the parapets, resulting in a shallow pitch and complex roof form with slate, leaded and glazed sections. The majority of the roof is of a relatively standardised form for the period, with pitches clad in slate. As theses slopes are designed to be concealed they are considered to be functionally important, rather than fundamental to the architectural expression of the building.

ii) The vertical features on the roof, such as the tall chimney stacks, dormers, and corner turrets make a substantial contribution to the character of the building and are considered to be individually of high significance.

iii) The slate pitches discharge onto flat, lead lined gutters, concealed behind parapets. The roof structures either accommodate flat ceilings beneath, or are lend themselves to be partially expressed in the interior third floor rooms within Mansard roof-spaces.



Fig 45 – The LRFS's complicated roof structure from above.

iv) **Architectural/Aesthetic**. The roof expresses the hierarchy of activities that once took place in this multi-functional building. It is a fundamental element of the building and is a modest feature of the Conservation Area's streetscene, due to the outstanding series of chimneys, cupolas and towers that accent its roofline. The contrast with the courtyard elevations is evident, with much simpler detailing to the inner face. However, this contrast has significance in its own right and it is a part of the character of the building.

v) **Completeness**. The form of the roof has been retained completely unaltered. Few roof lights have been replaced at later dates. World War II bomb damage was superficial and affected just the roof covering (slates).



Fig 46: Details of the roof structure and stacks.

vi) **Status in hierarchy**. This is a basic element in the composition of the fire station envelope, which expresses the distinct relationship between the roof features and details and the activities within the building.

vii) **Conclusion: considerable significance**. The roof form is characterised by the double-pitch slated roofs, on timber trusses and rafters. The silhouette of the roof is adorned with a number of architectural embellishments, such as cupolas and chimney stacks. It plays a fundamental role as a functional component and a considerable role in reflecting the building's evidential, historic, aesthetic or communal values.

6.10 The interior and multi-functional use. High significance.

i) The relationship between the physical layout of the building and room functions remains fundamental to the operation of the building complex and established the social network for those people living and working at the London Road Fire Station (LRFS) complex. The building was originally divided into private, semi-private and public areas which contribute to its diverse functional character and enhanced the social value to the wider community. The multi-purpose character of the building is a fundamental component of its character.

ii) The vast majority of the upper-floor spaces in the building were designated for private or semi-private residential and social use, comprising flats for family accommodation, with sub-divisions according to family status. The main work-spaces operated as independent units with clearly distinct areas defined for each use. Despite the apparent homogeneity of the building, the multiple uses were clearly segregated by the compartmentalisation of the complex. This factor enabled the creation of semi-private areas and access, detached from the public access, and enabled the independent operation of: the Bank, Coroner's Court, Meter Testing Station, as well as the more closely related Police Station, Ambulance and Fire services.

iii) The residential flats, in particular, were defined by both their hierarchal plan forms as well as their high degree of compartmentation, offering potential ease of alteration. The flats mainly comprised small-scale units with fairly modest finishes,, such that decorative plasterwork and interior finishes were generally limited to parlors and other 'public' rooms. The social hierarchy is evident in the quality of the residential units, with more spacious and better finished accommodation for the Chief Officer, subtly changing as one descended the ranks. The majority of the flats for firemen were simply finished while adopting modern facilities.



Fig 47 Flat interior 1986, showing the simply detailing, and lost Fire place.



Fig 48 –Residential interior 1986 with corner Pole cupboard.

iv) The Ground Floor generally accommodated work and communal spaces. Their character was semi-private since access was generally granted for firemen in the common firemen areas (i.e. Fire Engine, Workshops, etc.), to police officers in the Police Station and so on. The use of the space was intrinsically related to the department working in it, and it appears that the courtyard was primarily used by the fire brigade. The other departments would only be accessed from the exterior and operate in a very self-contained manner. It is not clear the extent of interaction, if any, between police officer families with firemen families, but most likely, these shared laundry and coal storage facilities.

v) The range of social activities accommodated within the LRFS building included a multi-purpose gymnasium space, capable of being used for film presentations, as well as the Social Club. The Fire Brigade Band was also a key to the close-knit community established in the complex. The shared facilities, such as the Laundry Room and the open balconies helped foster a tight residential community.

vi) Sketch drawings and archival press articles make reference to children's play rooms. However, it seems that the balconies were the only area where children were allowed to play.

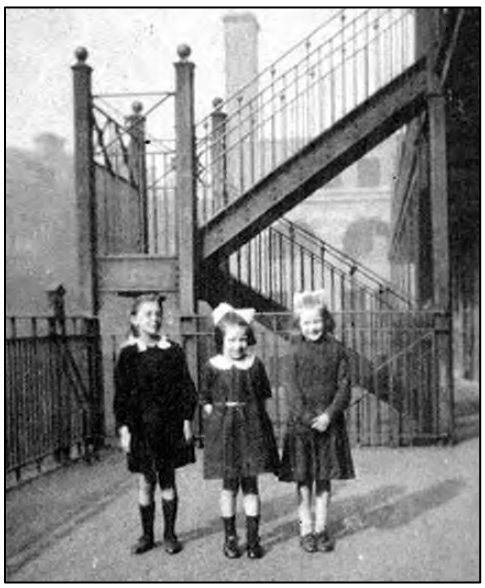


Fig. 49. 1922. Children on the wide balcony area.



Fig 50. The Officer's mess c1960, showing the former pole cupboard in the corner.

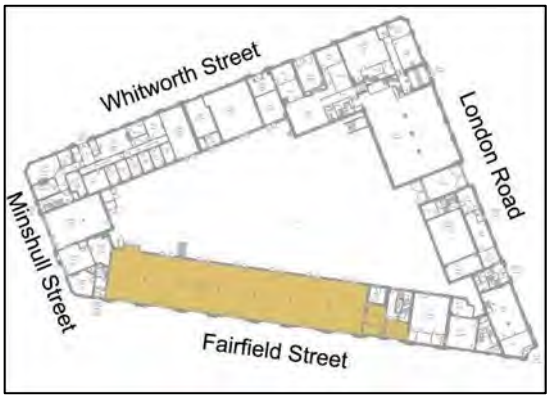
vii) **Architectural/Aesthetic**. The multi-purpose nature of the interior spaces is a key architectural characteristic of the LRFS and fundamental to its appreciation. The range of uses results in a variety of architectural details which define the status of the particular room, and is discussed below. However, the variety and detail of form is a key characteristic of the building.

viii) **Completeness**. The interior decoration has been considerable altered and adapted over the years, with some of the original fabric lost. The residential apartments have also been adapted to accommodate new uses. However, the basic character of a multi-functional building complex remains evident and is an important, defining feature of the site.

ix) **Status in hierarchy**. This is a fundamental characteristic of the building group which is important as the structure around which the architectural scheme evolved.

x) **Conclusion: high significance**. The multi-functional characteristic is fundamental to the special interest of the building, and structures its historic, aesthetic or communal values.

6.11 The Fire Engine house. High significance.



i) Originally designed and continuously used as an Engine House, the Appliance Garage (G.18) stretches for 7 bays along most of Fairfield Street. This is the heart of the fire station, and its importance is expressed in considerable care for detail and finishes given its utilitarian use.

ii) The ceiling is characterised by timber panelled finishes and beam enclosures. Glazed brick walls in various colours finish the walls, adorned with faience at the upper portions.

iii) Easy access is granted to both Fairfield Street and the courtyard. Both the front doors and the 'return doors' opening from the courtyard are fitted with an instantaneous opening gear, to be opened by means of electricity. Formerly, the horses' stalls where placed at either sides of the engines, before being replaced by motor vehicles in 1911. During a 'call out' the firemen could easily descend from their tenements and recreation rooms by means of seven sliding steel poles.



Fig 51: The fire engine room c1985. Note the tiled floor and exposed beams.

iv) Pedestrian access to the Engine House was through door ED4 at G.15 (hall). The hall links to ST.4 (the main vertical connection of the Fire Station) and G.16 (the office adjacent to the

Engine House). The office contains a highly-decorated timber screen dividing this room from the 'Spit Valley', the passageway in front of the engines that leads from the appliance room to the main entrance and stairs.

v) The original Fire Station had numerous innovative features designed to allow for fast response by the firemen. Many of the innovative features have been lost as the LRFS was adapted to meet changing technology and new uses.

vi) The original technological features included the large doors to the (removed) horse-stalls, which were equipped to open automatically. The horses were trained to position themselves to step up to a specific position where they would receive the harnesses which could be placed directly onto the animals by the pull of a cord.

vii) However, given the period of its construction it is clear that the design of the station anticipated the transition to automobiles. The large size of the fire engine doors, stalls and the easily removable wooden screens between horse stalls allowed for a smooth transition from horse-drawn engines into motor engines. The size of fire engine doors and stalls is one of the typical issues which created obsolescence within early fire stations. The generous size of the engine house easily facilitated the introduction of motorised engines, which easily accommodated the largest modern fire engines up until its closure. The horses remained in partial use until being fully retired in 1920 when the service was fully motorised.

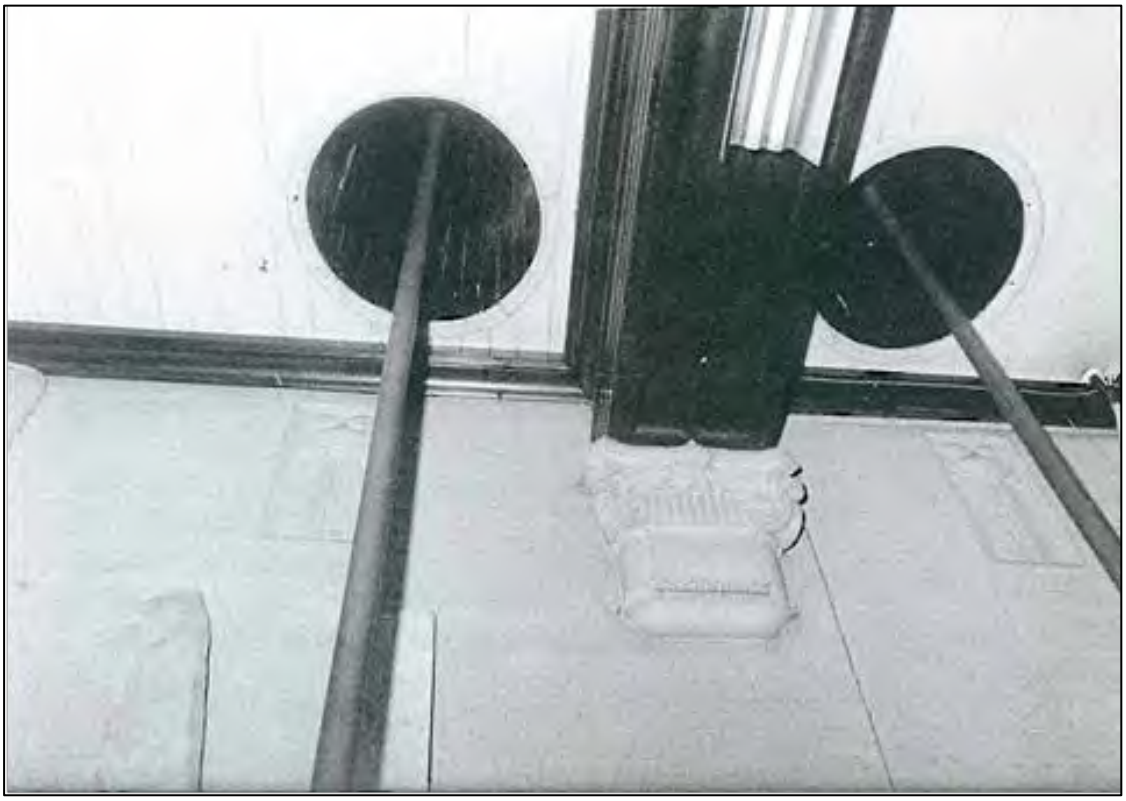


Fig 52: Pole access to the engine room 1993.

viii) The fire station's control room was directly linked into an innovative early warning system, known as the Gamewell System. This was a series of red fire alarm boxes that would be mounted on telephone poles throughout the town. When there was a fire in the area, a person would go to the box and pull the handle. An electronic signal would be sent to the firehouse and the alarm would ring a bell to alert the members to respond.

ix) The equipment was also beautifully built of hardwood and marble. It was equipped to receive electrical signals from the 200 fire alarm boxes distributed throughout the city. The system was modernised in 1952 and withdrawn 7 years later, effectively replaced by telephone kiosks. Until recently the original LRFS Gamewell system was housed in the Manchester Science Museum, but it was irreparably damaged in a flood.

x) **Architectural/Aesthetic significance.** The Engine House is the largest and most impressive room in the building. It possesses high significance for its exceptional architectural and aesthetic interest. It has been compromised by later paintworks but retains some fine tiled brickwork.



Fig 52 Tile detail in Engine room.

xi) **Completeness**. The interesting, open plan form, reflecting the original function of the room, is unaltered. However, significant details, such as the horse boxes and sliding poles have been lost as the operations changed in the building.

xii) **Status in Hierarchy.** This space is a fundamental element in the development of the Fire Station complex.

xiii) The engine room is the most dominant space of the building, with a very distinct relationship with the Fairfield Street elevation, the courtyard and the floors above. Moreover, the large open space of the 'appliance bays' is part of the intrinsic character of all fire stations.

xiv) **Conclusion: high significance**. This is the functional heart of the fire station complex, and retains some original, high-quality fabric features. The space thus is fundamental to the understanding and appreciation of the historic, aesthetic and communal significance of the complex.

6.12 The Coroner's Court. High significance.

i) The space fronting onto London Road was designed and continuously used as a Coroner's Court until 1998. This is a double-height space with no direct access into the courtyard, and is divided into a series of public areas and office areas with restricted staff access (refer to significance plans below). The court complex is located at ground and basement level and remains largely intact, despite having been unused since closure of the court. The furniture (benches and desks) are fixtures which have been altered to a modest degree and are potentially moveable.

ii) Refer below to the Significance plans for the room numbers.





iii) The main public access was at street-level, from London Road into an entrance hall (area G6) providing access to the stairs (G.ST.2) which lead to the basement rooms.

iv) The public would have first used the ground-level waiting room (area G.3) or accessed the Gallery (area G.4) from where the court is viewed below in the double height main Court Room (area B.5). The public stairs (G.ST.2) also gave access to the Stair Hall (B.2) from where the austere main Waiting Hall (B.1) was reached, lit by pavement lights.

v) At one end of the Waiting Hall was located the self-contained Doctor's Office (B.1) which included private facilities. The court complex contains a number of utilitarian rooms at this level, such as the Heating Chamber (B3) and the Strong Room (B4). To the rear of the main court room (B.5) is the former Jury Room (B.6) with a toilet.

vi) Internal Stairs (B.ST.1) connect the Jury room area to the staff quarters on the ground floor. The Staff Room son this level are G.5 and its adjacent toilet. The Coroner had private offices (Room G.1) adjacent to the General Office (G.2), with the staff entrance was through another door on London Road, opening towards an elaborately decorated timber screen with leaded stained glass work.

vii) The fixed court furniture is finely carved. It has a main table for the coroner, a witness box with public benches laid out in a 'U' shape. 2 benches for 6 persons to the left of the Coroner, 2 benches for 10 persons on the right side of the Coroner. In front of the Coroner, 5 rows of benches are laid between the table and the back wall, accommodating rows of: 4, 4, 9, 13 and 13 persons.



Fig 53: Views of main court room (B5) – September 2016.

viii) The interiors are finished in solid wood panelling and extensively decorated with leaded stained glass screens typical Edwardian /Arts & Crafts style. The court room is enhanced by a decorative coffered plastered ceiling and decorative plaster beam encasements. The original fitted furniture such as witness boxes and benches for the jury form part of the intrinsic character of the area.



Fig 54 The Screen in the Coroner's Court



Fig 55a Details of stairs into the Coroner's Court basement.



Fig. 55b. Details of door furniture in Coroner's office.

ix) **Architectural/Aesthetic significance.** The Coroner's Court is one of the highlights of the London Road Fire Station for its architectural and aesthetic merits. It is subtly and soberly finished in solid wood panelling, and extensively decorated with leaded stained glass screens, to create an impressive set of rooms.

x) The decorative scheme is complemented by painted coffered ceilings and decorative plaster beam encasements. The Court Room is also relevant due to the original fitted furniture which remains a permanent fixture and a visual centre piece in the main court room.

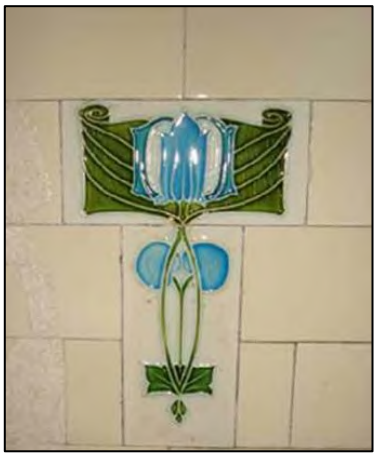


Fig. 56. Tile detail in Coroner's Court

xi) **Completeness**. The court complex is substantially intact, despite some alterations to early wall finishes and alterations to the central pew-seating.

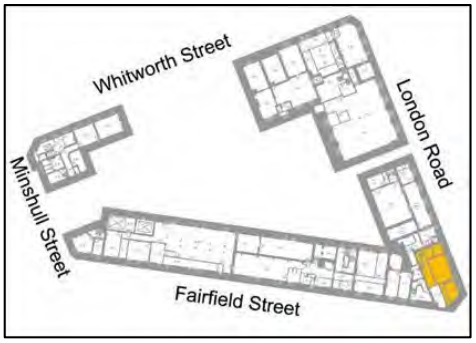
xii) **Status in hierarchy**. The Coroner's Court is an independent area with no relationship with the Fire Station activities. Although it was an addition to the original layout of the LRFS complex, it remains a dominant and distinct feature of the building composition and a focus for the London Road streetscape.

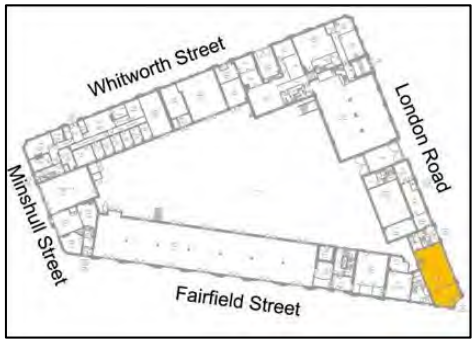
xiii) **Conclusion: high significance.** While this was not an original feature of Parker's plans for the Fire Station complex, the quality and survival of the fabric of the space means that the Coroner's Court and the associated spaces remain fundamental to the special interest of the building complex.

6.13 The Bank. Considerable significance.

i) This commercial space is accessed off London Road. The space was occupied by Williams Deacon Bank Ltd from the year of construction until they vacated the premises in 1979 (when the bank merged with Glyn Mills & Co and The National Bank to form Williams and Glyn's Bank). The site was then occupied by a firm of solicitors by the name of Christies. The site was vacant from the late 1980s.

ii) Refer below to the Significance plans for the room numbers.





iii) The main ground-floor space is a double-height main room with auxiliary rooms at basement, including the strong-room. The Banking Hall was initially formed by an elongated rectangular room, subdivided in modern date by modern partitions in G.8, G.9 and a small lobby in front of the entrance door. The use of the space is reflected in the floor finishes pattern. The public area with mosaic finishes is located to the south-east side; the office area with wood blocks to the north/north-west side.









Fig. 56. Details of ceiling, stairs and floor in the former bank chambers, 2016.

iv) The early counter and screen furniture has been lost. The location of the fireplace to the north side of the room indicates the location of desk area. The internal timber staircase was for private

use only and allowed access to the basement area where the toilets are located (B.9 and B.10), the Plant Room (B.10), Storage (B.11) and the Safe Room (B.12).

v) **Architectural/Aesthetic.** The significance of the Bank lies in its grand proportions, considerably elaborate decoration with strap-work ceiling and section in multi-coloured mosaics, high ceiling and grand windows.

vi) **Completeness.** The plan form has been altered at ground floor by removing original screens and forming new subdivisions. All early fixtures removed.

vii) **Status in hierarchy.** Originally designed and used as an independent unit within the building, the Bank rooms were continuously used as a Bank until 1979. It is a distinct area in the complex composition and in the London Road streetscape.

viii) **Conclusion: considerable significance.** This is an original spatial feature which emphasises the multi-purpose use of the complex. However, the interior has been lost and there is little surviving original fabric which diminishes its importance.

6.14 The Laundry. High significance.

i) The Laundry room, located on the third floor, is a bright, large room with louvered sash windows on the sloped, exposed roof. This is an airy room, flooded with light from several roof lights and windows on both the exterior and courtyard side of the room.



ii) The exposed queen post timber trusses are painted white, further adding to the lightness of this space.

iii) The room is recorded as being mainly used by women, who would do their wash in pre-assigned shifts, and seems to have been a hub of social interaction for the women living in the fire station. The hierarchical arrangement of the fire brigade was also applied here: wives of senior offices washed on Monday and the others followed according to the seniority of their husbands. Each flat had its respective spot in the drying racks.

iv) The laundry drying racks remain *in situ* adding to the strong character of this utilitarian space with exposed timber trusses. The cast-iron drying racks, made by Summers Scales & Sons, Engineers from Keighley, were powered by the heating system and warm air would circulate through the racks, quickly drying the clothes. The equipment was in use until1985.



Fig. 57. Original cast-iron drying racks by Summers & Scales.



Fig. 58. The laundry approx. 1910

v) **Architectural/Aesthetic** The architectural and aesthetic significance of the laundry lies in its utilitarian character. It retains its character as an open-space with interesting skylights, reflecting the former function. The laundry is also relevant due to the original drying racks which are permanent fixtures and a visual centre piece in the room. Set onto a concrete curb with recessed steel tracks, the drying racks ingeniously used heated air from the heating system to dry the clothes placed on rods set within the full height sliding drawers. Each flat had its pre-assigned space in the drying racks (built by W. Summers Scales and Sons, Engineers, Keighly).

vi) **Completeness**. The early volumetric space is substantially unaltered. Early fixtures and fittings lost (with the only exception of the drying racks, see above).

vii) **Status in Hierarchy**. The laundry, in spite of its utilitarian character, is considered to have a considerable level of significance due to its importance as a busy hub of activity, portraying part of the lives of the women who once lived in the fire station. Such ancillary spaces are essential contributors to the special interest of fire stations.

viii) **Conclusion: high significance.** This is an original spatial feature which provided an essential, ancillary service to the complex. However, much of the interior fabric has been lost, and there is little surviving original fabric which diminishes its overall interest and importance.

6.15 Building Services. Low significance.

i) The London Road Fire Station adopted a number of technological innovations at the time of construction. These included electric activation of doors, and a sophisticated heating system installed, by Musgrave and Co of Belfast.

ii) Each department of the Fire Station would have their own heating and ventilation system within their respective basements. A surviving example remains in the basement of the Police Station.

iii) This ventilation system was essential in preventing the unpleasant smells from the horse-stalls from going up into the residential and recreational spaces of the building. The fire hose tower, placed high above and east of the Fire Engine room, and purified the fresh air coming in which was sent via ducts to the Engine House. The foul air was extracted through the pillars in the stalls and exchanged every 10 minutes. The basement housed the heating and ventilation systems, some of which still remain in situ, as in the case of the Police Station, as in room B.53 , B.40,B.35 and B.36.



Fig 59 - The original Musgrave and Co. heating system.



Fig.60 - The Musgrave and Co. heating & ventilation system control plate.

iv) **Architectural/Aesthetic** The services are ancillary features, designed to be concealed and of limited aesthetic interest. The interest of the surviving structures lies in their historic value and utilitarian character.

v) **Completeness**. The surviving structures are limited to those in the basement areas. The ventilation shafts largely survive as voids running through the building fabric.

vi) **Status in Hierarchy**. The surviving services are utilitarian character, and of some historic interest. The heating and ventilation systems have long been redundant and make a relatively minor contribution to the understanding of the building's heritage value.

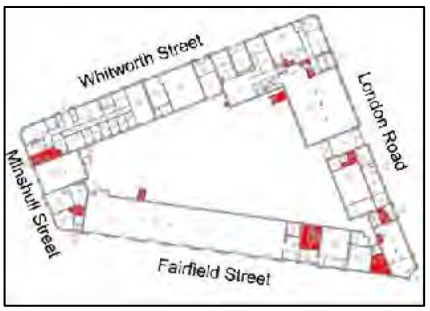
vii) **Conclusion: low significance.** The surviving, incomplete services are an original, ancillary feature. However, much of the concealed fabric has been lost which diminishes its overall interest and importance.

6.16 Stairs. Considerable significance.

i) The vertical circulation within the LRFS complex is provided by main and service staircases for both public and private access. The staircases materially express the importance of hierarchy within the building.



ii) The abundance of space and highly-decorative finish of the main staircases is in contrast with the plain and utilitarian secondary staircases.



iii) The architectural form of the staircases vary in the quality of decoration and size, according to the prominence and function of the areas being served The most elaborate stairs are in the Coroner's court, followed by the stairs in the officer's flats and police maisonettes. The police station stairs and basement stairs tend to be finished in glazed brick, reflecting the highly utilitarian character of these. The hose tower features a narrow, spiral flight of stairs all the way up to the hose tower platform.



iv) The form adopted varies following the role of the staircase within the building. Open-well staircases are generally main means of circulation, while dog-legged or straight staircases are secondary accesses. With concrete steps at basement level, the staircases are generally in timber on the above floors. The only exception is provided by ST.4 and ST.6 (entirely in concrete) and ST.10 (entirely in wrought iron). Decorative or plain railings and finishes following the use of the area.



v) Refer to the Significance Plans for room numbers.

vi) **Architectural/Aesthetic** The architectural and aesthetic significance of the staircase is an expression of the significance of the area served.



vii) **Completeness**. The early plan form is substantially unaltered. However, finishes and fixtures are altered or damaged throughout

viii) **Status in Hierarchy**. The staircases are significant elements of the development of the LRFS complex. Each area of the building is articulated around a vertical circulation which reflects its appearance the form and function of the area served.

ix) **Conclusion: considerable significance.** The surviving staircases are relatively original but ancillary features which help express the status and function of the spaces they access. The stairs largely retain their original form and use but are diminished by deterioration, and as secondary features their overall interest and importance is eroded.

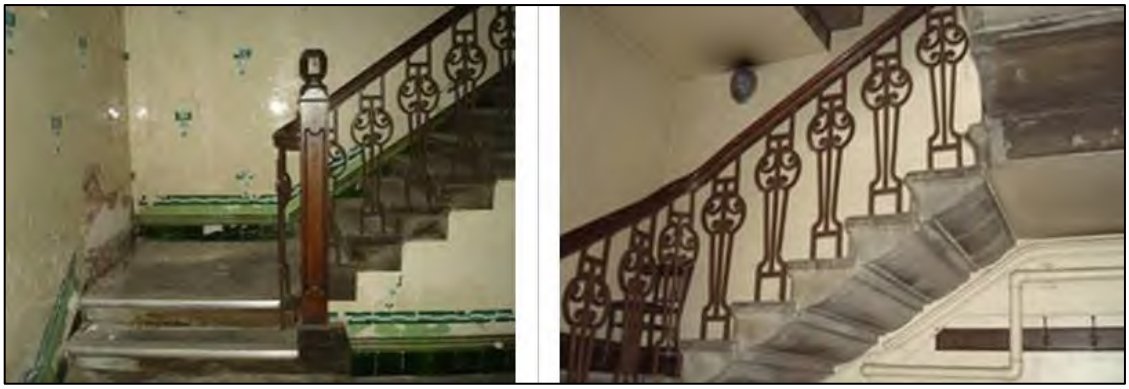


Fig 61 Stairs in Coroner's Court – Room ref: BST2



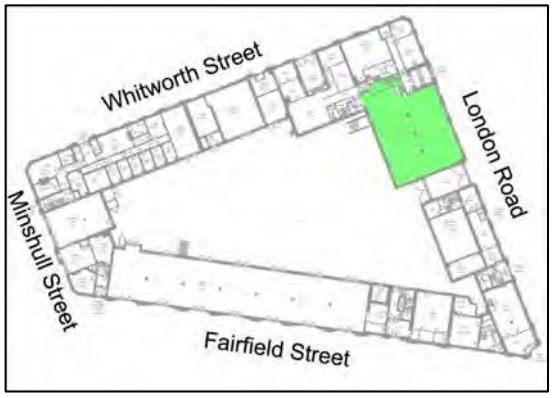
Fig 62 Stairs in 1St Officer's Apartment. Ref G.ST.3



Fig 63 Stairs in Police Station. Ref: 1ST

6.17 Gas Meter Testing Station. Considerable significance.

i) The Gas Meter Testing Station occupies the space between the courtyard access passage and Whitworth Street, the primary space adjoins the passage, and fronts London Road. This is a double-height space, which is industrial in character. Sub-divided into four bays, the structure is exposed and consists of substantial riveted steel columns and beams, which are left exposed. The original mezzanine has been removed.



ii) The Gas Meter Testing Station is a large, double-height room facing London Road and the courtyard. It was originally designed and continuously used as the Gas Meter Testing Station. It was altered in 1963 when it was occupied by the Simplex Electrical Company.

iii) The space has most recently been used as a workshop for the hotelier and includes a number of modern partitions, with historic structures been removed. The key features are the piers which have been painted over.

iv) **Architectural/Aesthetic.** The volumetric quality of the space is an expression of the more utilitarian activities that took place in the building.

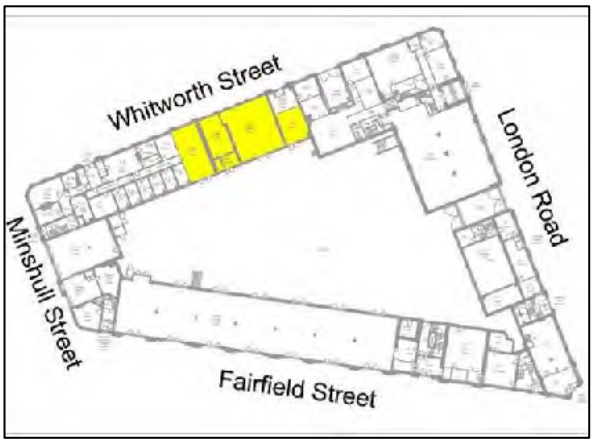
v) **Completeness.** The space appears to be relatively unaltered and of relatively high integrity of the early plan form and built fabric. The remains of the original lifting equipment in the ceiling and early plant in the mezzanine survives.

vi) **Status of Hierarchy.** The contextual significance of this room in relation to other large and impressive rooms in this building is assessed as moderate. The activities were not directly related to the daily fire station activities, and were somewhat secondary within the complex.

vii) **Conclusion: considerable significance**. The surviving, altered space is an original spatial component of the site, however with few surviving features which help express the purpose of the space. The volume of the space is expressed by the height of the piers, although key fabric features have been lost, obscuring the purpose of the space.

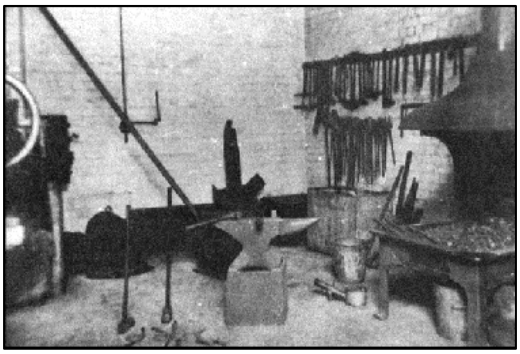
6.18 Workshops. Low significance.

i) A number of smaller, highly utilitarian rooms played an essential role in the life of the London Road Fire Station. Amongst these the Workshops are the ones we know very little about.



ii) It is known that maintenance of the engines took place in the fire station, which seemed to be quite self-sufficient in its repair activities. The station housed on the Whitworth Street side a Blacksmith and Painters shop, as recorded in archival photographs.

iii) Despite Parker's suggestion, the Repairing Shops as proposed by the 1901 scheme on London Road north side, were relocated to the Whitworth Street frontage during the construction phase. These comprise large, unadorned, utilitarian rooms with high ceilings. The workshops accommodated key services for the fire brigade with: G.38 is the Painter's shop. G.41 is the Mechanic's Shop. G.42 is the Smith Shop (refer to Significance plans for room references).



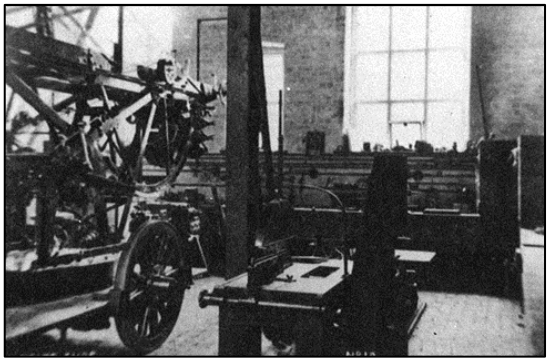


Fig 64 The Blacksmith Shop c1906.

iv) **Architectural/Aesthetic**. Utilitarian areas of no special architectural or aesthetic merit.

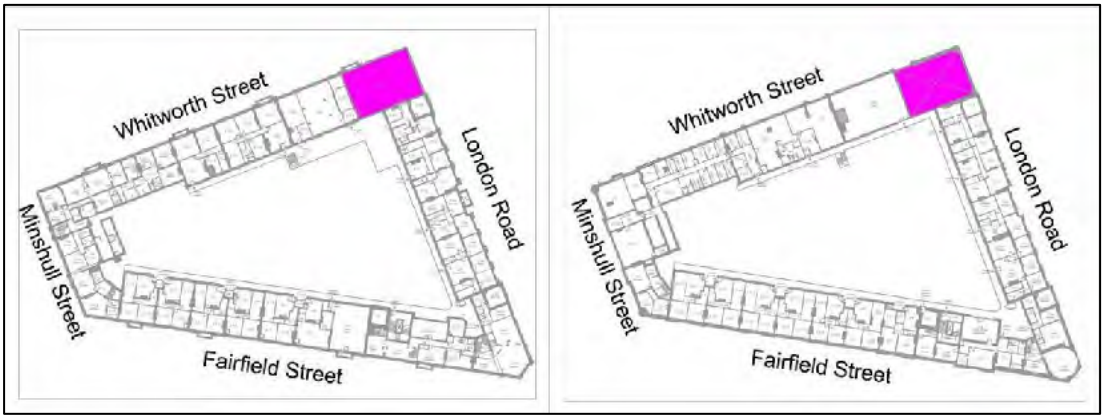
v) **Completeness**. The area retains the majority of the early internal layout, but have been subject to some alterations to the early internal features and finishes.

vi) **Status in hierarchy**. The utilitarian character of these rooms, last used as storage spaces, reflects the ancillary nature of the activities they once housed, supporting the maintenance of the building, of appliances and other equipment.

vii) **Conclusion: lower significance**. These altered workshops were original spatial components of the site, but retain few surviving features which help express the purpose of the space. The volume of the spaces is retained although the original purpose has been obscured.

6.19 Gymnasium. Considerable significance.

i) The Gymnasium is a double height room on the second floor, on the corner of Whitworth Street with London Road. The roof lights, currently obscured, and the mezzanine, also original occupying the upper western section of the room, has here been removed.



ii) The existence of a mezzanine is confirmed by an archival photograph of the room, showing double doors opening into the second and third floor balconies. The current, disproportionate access to the room from the Club entrance is a relatively recent intervention. This room is characterised by the slope of the mansard roof on the upper section which is supported by a wide bracketed cornice. The corner turret on the façade is expressed on the interior, an unique feature of this room not seen elsewhere in the building.





Fig 65 The double height interior of the gymnasium. C2016

iii) It is know that the Gymnasium was used for the exercise of the fire men and for social activities such as the screening of films and for dances, animated by the sound of the Brigade Dance Band. It is not known whether or not these facilities were shared with the police officers and their families.

iv) This room seems to have belonged to one of the earliest designs, as shown in archival drawings. However, it was originally designed to occupy the ground floor with a 1st floor mezzanine around the perimeter of the room.

v) **Architectural/Aesthetic.** The large proportions, the sloped mansard roof, the corner detail of the exterior tower, the decorative brackets and cornices make this an impressive space with a considerable architectural and aesthetic significance.

vi) **Completeness.** The early volumetric space is substantially unaltered, despite the later alterations to the plan form. Early fixtures and fittings have been lost (with the only exception of the robust cornice and brackets).

vii) **Status in the hierarchy.** Gymnasium spaces are an essential and common feature in fire stations. Their significance as part of fundamental form of fire stations remains important. The area is an important element in the development of the fire station complex.

viii) **Conclusion. Considerable significance.** This is a space of importance to the operations and use of the former fire station, despite its compromise and loss of features.

6.20 Billiard Room. Lower significance.



i) The Billiard Room is essentially a second Mess Room and is typical feature of fire stations. Those in the LRFS were located on the First Floor and Second Floor, respectively, within the Fairfield Street block.

ii) These were the centre of social interaction during leisure time and communal meals. These rooms were usually fitted out with good quality fire-places and even elaborate panelling and over mantel pieces, not extant in the LRFS rooms. The Mess Room adjoins a kitchen of industrial proportions.

iii) Formerly the billiard room was the only recreational area of the fire station. It was extended in 1975 to include Flat 2.6, which created a quiet room (2.6.1), TV room (2.6.2) and study room (2.6.3). Consequently, early wall partitions in 2.6.2 were demolished and a new door opening created to link the early billiard room to the new TV room.

iv) The billiard room has a rectangular plan form with a small projection to the east side where the fireplace was located. The projection is emphasised by a segmental archway, slightly recessed in the wall. This is highlighted by the cornice detail.

v) Both billiard and TV rooms have the typical circular cabinets containing sliding poles, allowing personnel to quickly descend to the engine house in the event of a dispatch.



Fig.66. The former Billiard room and recreation space.

vi) **Architectural/Aesthetic**. The architecture and aesthetic significance of the Billiard Room has been significantly compromised by the loss of the fireplace its fixtures and fittings. The surviving space has no substantial features.

vii) **Completeness**. – Alterations have significantly changed the early plan form and appearance of the area. The 1975 alterations extended the space to incorporate the adjoining flat, resulting in a comprehensive loss of original moldings and light. .

viii) **Status in hierarchy.** The billiard room is a typical requirement of fire stations for the entertainment of the officers and it was certainly part of the original brief of the LRFS. It has however a low visual appearance from within the courtyard and a low relationship with the overall complex.

ix) **Conclusion. Lower significance.** This is an important and original feature which has been much compromised by alterations.

6.21 The Ambulance House. Considerable significance.



i) As in the case of the Engine House, the Ambulance Station was designed to accommodate horse-drawn appliances. The Ambulance Station was closed in 1948 and the area converted into workshops, for the use of the Fire Service.

ii) Originally part of the competition brief, this area has been used as Ambulance House until 1948, when the rooms were converted into workshops to provide an ongoing maintenance to the new appliances obtained for the Manchester Fire Brigade after it was re-established after WWII.

iii) Refer to Significance plans for room references.

iv) The earliest 'as built' drawings for the area date back to July 1906, show the ambulance house occupying the most westerly section of rooms G.20 (Washing House) and G.21 (Harness Room).

v) Room G.22, the Ambulance House, is a large utilitarian room. The main surviving features include the floor-pits, inserted to service the automobiles, the large doors and windows, particularly the sliding door to G.21, are all original. It is not known if this feature was originally designed in anticipation of having motorised vehicles. The motor units were introduced in England from 1905.

vi) Room G.20 has a fireplace and impressive door and windows. The square herringbone floor pattern of G.20 beautifully slopes down to the central drain of this washing space. The room was latterly used as storage space.



Fig. 67. Details of the Ambulance station.

vii) **Architectural/Aesthetic.** The Ambulance House is formed by large utilitarian rooms with finishes, similar to those seen in the Engine Room, but in a more modest expression

viii) **Completeness**. The Ambulance House possesses considerable significance because of the relative completeness of the early plan form preserved unaltered despite the change of use in 1948. The simple finishes and features are substantially unaltered.

ix) **Hierarchy.** The space was designed as an independent unit within the complex and operated as the Ambulance House, until 1948 when it was converted into workshops for the fire service. The use of the space remains subordinate to the prime purpose of the Fire Station complex. Consequently, its original ambulance service use has now been obscured, despite the separate access.

x) **Conclusion. Considerable significance.** This is an original space and operational use which retains its simple form and detailing, despite post-war alteration.

6.22 The residential spaces - overview.

i) The residential spaces were located on the first, second and third floors, arranged and designed hierarchically, according to the status of the occupants.

ii) The largest number of flats are those provided for the fire brigade, with the range of flats over the engine house (Fairfield Street) contained circular pole cupboards providing access to the Engine house rising from the floors above.

iii) The police flats situated over the Police Station on Whitworth Street were fewer in number and included two maisonettes for senior officers and their families. The police flats were originally detached from those for the fire service families. The various flats are described below as follows.

- 1st & 3rd Officers Quarters – Fire Brigade.
- Second Officers House - Fire Brigade.
- Police Maisonettes – Senior Officers.
- London Road flats – Fire Brigade
- Minshull Street - Police Officers flats.
- Fairfield Street flats – Fire brigade.
- Whitworth Street – Fire Brigade flats.
- Single Firemen's Quarters.

iv) The design of the apartment layouts was mildly criticised in the 30 November 1901 press coverage of the submitted competition schemes in the Builder (See Pt.1 Vol.2. Appendix 2: Press Coverage 1901-6), in terms of the location of the kitchens. However, the flats were acknowledged as being generally made up of medium to small size rooms.

v) The double-aspect of the apartments provided each unit with plenty of cross ventilation and light, except for the central corridor. Compared to flats built for speculative purposes at the time, the LRFS flats are a dignified example of modest housing. All rooms had fire places originally, properly dressed with delicate colourful glazed tiles. The main rooms such as the parlour were decorated with plaster cornices and picture rails. The quality of the materials used, particularly the oak wood block floors and the painted timber skirting with decorative moulding, reveal the care taken to provide the fire fighters and their families with proper accommodation. Many of these details have since been lost as the residential use ceased.

vi) The 1st, 2nd and 3rd officer's flats and the Police Maisonettes which were all designed for senior officers and their families offered a more generous and impressive type of accommodation.

These flats demonstrated great attention to detail and even glimpses of grandeur, reflected in the number and size of rooms, the craftsmanship in applied decoration and their use of materials, ultimately reflecting the strong hierarchical structure of the fire brigade.

vii) In contrast, less impressive accommodation was introduced later in the history of the LRFS. The rather austere Single Firemen Quarters were created in the late 1930s on the west side of Whitworth Street (3rd Floor) and additional dormitories were built on the Fairfield Street side (1st Floor).

viii) It is assumed that the Single Firemen Quarters were reserved for Manchester based single firemen, who had small private bedrooms, with shared kitchen, toilets and bathrooms and recreation facilities. It has been suggested that the dormitories in the original Mess Room area were primarily allocated to visiting firemen who visited the site for training exercises (some of whom came from overseas). The Fairfield Street dormitories have been removed and are not discussed below.

ix) This accommodation may have also been used by the early 1930s to accommodate increasing numbers of firemen as demands on the service increased. The simplest viable solution would be a refurbishment to provide accommodation for single firemen. The construction of the Mess Room and dormitories was the result of an extensive modernisation in 1955, following the post-war creation of the London Road Training School in 1948. The training school increased both in capacity and reputation during the 1950s, which could explain the further extension of communal accommodation.

x) The following discusses the various types of the residential accommodation.

6.22 (a) The 1st and 3rd Officers' Quarters. Considerable significance.

i) Refer to Significance Plans for room numbers.

ii) The First and Third Officers' accommodation were adjacent, with the senior officer having the more spacious apartment fronting onto London Road.

iii) The **First Officer's Quarters** were a grand set of small and medium sized rooms, expressing the specific high requirements of Chief Officer George Parker when planning his own ample accommodation. Unfortunately, Parker did not occupy the apartment, having been forced to resign before the station opened.



iv) The first officer's apartment provided 12 bedrooms, 1 large dining room, 1 large octagonal drawing room, 1 inspection room and 2 sets of kitchens, sculleries, pantries, bathrooms and toilets. The flat is arranged over 3 floors (1st, 2nd and 3rd) linked by the open-well staircase ST.3.

v) The hierarchical superiority of the Chief Fire Officer was architecturally evident in this, the largest flat. Its position was externally signalled in the most decorated corner of the building, topped by a cupola (later the Silver Band Room). The interiors originally had similar finishes to that of the other firemen, but the increased size of the rooms and the level of detail were superior, as demonstrated by the more impressive skirting, cornices and picture rail mouldings.

vi) The **First Officer's Quarters** comprised the following rooms, served by staircase ST.3 from basement to third floor. (Refer to Significance Plans for room numbers):

- Basement: B.13 and B.14
- Ground floor: G.10 Hall, G.12 Chief's Private Office, G.13 Clerk's Office. The rooms were linked to G.14 Control Room and to the Engine House.
- 1st Floor rooms are developed around the Dining Room (1.2.5) and Drawing Room (1.2.6) located at the corner. The Chief Officer's Bedroom (1.2.8) faces Fairfield Street and had its own private bathroom and toilet.
- At first floor level the apartment included other utilitarian rooms, including: Scullery (1.2.1), Kitchen (1.2.3), Toilets (1.2.2 & 1.2.7). Few of the rooms retain their original form

and plan form, with the exception of the toilets, Kitchen and Stair Hall (1.2.7). Service access to 1st floor balcony was allowed from 1.2.1.

- The 2nd floor rooms were primarily bedrooms (2.4.4 to 2.4.10) with toilet and bathroom (2.4.3-4). Later openings were made connecting these rooms to 2.4.11 and into the further (3rd Officer flat). Service access to 2nd floor balcony was allowed from 2.4.1.

- The 1st Officers accommodation extended into the 3rd floor with 2 master bedrooms located in rooms 3.6.1 and 3.6.2 (room 3.6.1 later became the silver band room).



Fig 68. Plaster on lath ceilings, with decorative cornices within the former 1st Officer's apartment (rooms 1.2.5.and 1.2.6)

vii) The **3rd Officers' accommodation** comprises three units, with a single maisonette (on 1st and 2nd floors) and 2 flats (on 3rd floor). In comparison to the 1st Officer's flat they were quite a modest set of apartments, emphasising the hierarchical structure with a larger number of rooms.

viii) The **3rd Officer maisonette** was served by ST.8 and comprised the following rooms:

- 1st Floor rooms: 1.2.12 Sitting Room, 1.2.10 Entrance Hall, 1.2.10 Scullery, 1.2.9 Kitchen

- 2nd Floor rooms: 5 (original) Bedrooms (2.4.12/14/17, including a large suite with bathroom 2.4.13. The fifth bedroom was part of room 2.4.12 which comprised 2 rooms.

- The layout has been obscured by later openings to create an Office area 2.4.15 and to 2.4.8 are later alterations which re-modelled the layout of the bathroom 2.4.19.

ix) The **3rd Officer flat**s at 3rd floor on Fairfield Street was accessed from the courtyard balcony and comprised 3 bedrooms (3.7.2. 3.7.5, 3.7.10), a Kitchen (3.7.3), a scullery, a toilet and Bathroom. A service access to ST.4 was provided from the 1st floor (1.2.10).

x) The 3rd Officer flat at 3rd floor on London Road was accessed from the courtyard balcony and comprised 3 bedrooms (3.5.3, 3.5.4, 3.5.5), a Kitchen (3.5.6), a scullery,toilet and Bathroom.

xi) The offices at 1st, 2nd and 3rd floors (1.3.3, 2.4.15 and 3.7.11) are accessed from ST.4 landings through ST.9. They were formerly stand-alone rooms, not linked to the accommodation areas. The existing door openings are a later date and modern alterations.



Fig. 69. Plaster on lath ceilings with simple decorative cornices within the former 3rd Officers apartment (rooms 2.4.8 .and 2..4.11) with inserted openings from 3.7.

xii) **Architectural/Aesthetic**. The 1st and 3rd Officers' Quarters retain considerable architectural and aesthetic significance. These include the: impressive staircase of the 1st Officer Flat (ST.3), the main social rooms (1.2.5 and 1.2 6), and the bedrooms at corner location (2.4.9 and 3.6.1).

xiii) **Completeness.** The early layout of the group of apartments is substantially unaltered. The archival drawings clearly show how the current plan form reflects the former 'as built' information.

Some original finishes, including plaster moldings and joinery remain throughout the residential group, although fireplaces have been removed.

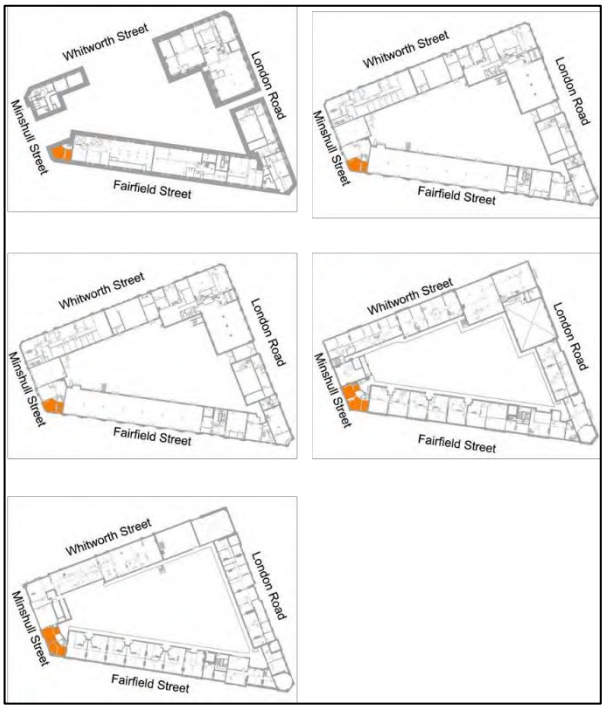
xiv) **Status in Hierarchy.** These spaces were **o**riginally designed as 1st and 3rd Officers' Quarters, with the accommodation understood to have been continuously in residential used until 1986.

The design materially expresses the importance of hierarchy within the Fire Department. The generous space and high-quality finishes within the 1st Officer's Flat contrasts with the more utilitarian flat design of the 3rd Officers' Accommodation.

xv) **Conclusion. Considerable significance.** These are spaces which are important to understand the operational and social uses of the complex but have been compromised and diminished by removal and loss of features.

6.22 (b) 2nd Officer's Accommodation. Considerable significance.

i) The 2nd Officer's Accommodation comprised small and medium sized rooms. Entrance was provided at ground and 1st floor levels, adjacent to the garage provided for the 1st Officer on Minshull Street.



ii) This intermediate standard flat comprised the following rooms.

(refer to the Significance Plans below for the room numbers).

- Ground Floor: The main entrance from Fairfield Street arrives at a Hall which had direct access to the Fire Engine Rooms and to the panelled timber stairs G.ST.5 leading to the rooms above.
- B.ST.5 leads down to 2 basement rooms (B.38-Laundry/B.37 Storage). The 2nd Officer's Drawing Room (G.19) is the focal point of the ground floor. This was latterly used as a store by the recent owners.
- 1st Floor rooms were more utilitarian, comprising a Kitchen (1.12), Scullery (1.13), Dining Room (1.11), and a box Room (1.10). Access to the outdoor yard led to coal stores and to an outdoor toilet.
- 2nd Floor rooms comprised the Stair Hall (2.13) a large Bathroom (2.14), 2 Bedrooms (2.12 & 2.11.6), box room (2.11.5) and store (2.11.7).
- Finally, the 3rd Floor had 3 additional bedrooms (3.15/3.16/3.17) and a box room (3.18). The small bedrooms within the sloped Mansard roof were lit by circular windows.



Fig 70 Drawing room (2.11.4) with inserted opening, and Bedroom (3.17 in the 2nd Officer's flat.

iii) **Architectural/Aesthetic.** The 2nd Officer's Flat expresses the intermediate nature of its occupant, in terms of the quality of finishes and generosity of space, when measured against the 1st Officer's Flat and the typical flat design seen in the 3rd Officers' accommodation. The surviving architectural highlight is the design and material form of the staircase which runs from the ground to the third floor. An additional staircase runs down to the basement rooms which included laundry and storage spaces.

iv) **Completeness**. The early layout of the accommodation is substantially unaltered. The archival drawings clearly show how the current plan form reflects the former 'as built' information. However, original finishes are limited, although some mouldings and joinery remain. The fireplaces have been removed.

v) **Status in hierarchy.** This area was originally designed and continuously used as 2nd Officer Accommodation until 1986. The significance of the area is considerable in relation to the other accommodation spaces, and materially expresses the rigid hierarchy within the fire brigade.

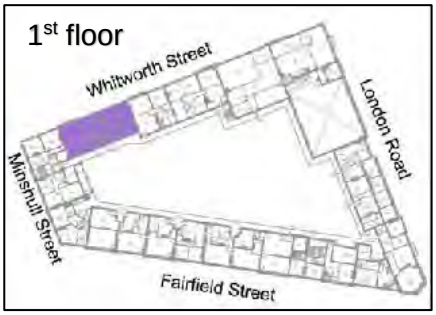




Fig 71 Interior details 2nd Officer's Flat

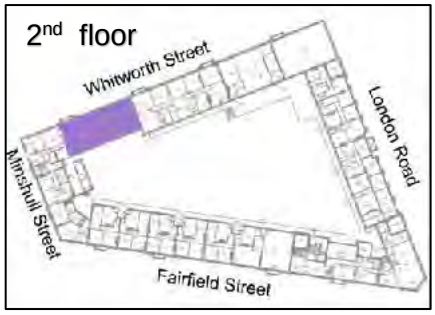
vi) **Conclusion. Considerable significance.** The 2nd Officer's accommodation is important as a component to understand the operational and social uses of the complex. It has a relatively modest detailing and has been compromised by the removal and loss of features.

6.22 (c) Police Maisonettes. Low significance.



i) The policemen's tenements where not shown in the sketch plan provided by Parker for the competition, but were an original component of the site, located on the first and second floor.

ii) The completed accommodation was formed by 2 maisonettes (on 1st and 2nd floors) for the senior officers and their families. These are significantly more spacious than the Police flats on Minshull Street, and express the hierarchical structure with a larger number of rooms of small and medium sizes. However, in comparison to the 1st and 2nd Officers' flats of the Fire Station, the Police Officer's maisonettes remain rather modest.



iii) The maisonette occupying areas 1.26 and 2.12 (refer to Significance Plans) is formed by an entrance hall, a pantry & scullery, a parlour, a living room and 2 bedrooms at 1st floor. An internal staircase leads to 3 bedrooms and 1 bathroom at 2nd floor.

iv) The second maisonette (1.27/2.13) is formed by an entrance hall, a pantry & scullery, a parlour, a living room and a bedroom at 1st floor. An internal staircase leads to 4 bedrooms and 1 bathroom at 2nd floor.

v) The two Senior Police Officers' maisonettes are approached by means of 1st floor balcony from the main internal staircase (ST.6).



Fig. 72. Details of the interiors of the Senior Police Officers' maisonettes.

vi) **Architectural/Aesthetic**. The more limited and functional design details of the maisonettes (in comparison to the fire service accommodation) expressed the lower significance of the units. However, these apartments do retain some of the original fire surrounds (which are also relatively modest).

vii) **Completeness**. The maisonettes retain their early plan form, despite altered and abandoned uses. The apartments have been largely stripped out but retain some early fireplaces, internal

doors, fixtures and fittings, although these lack the higher material quality seen in the Fire Service's 1st and 2nd Officer's accommodation.

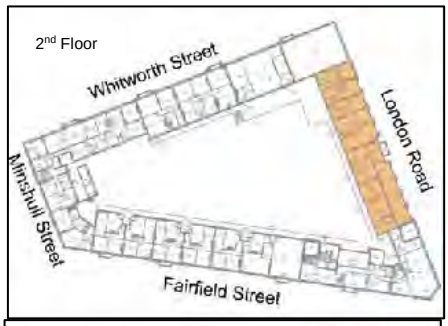
viii) **Status in hierarchy**. The flats are of modest detailing with standardised rooms, with a repetitive layout. The apartments are similar in detail to the 3rd Fire-Brigade Officers' Quarters, in dimension and decorative finishes.

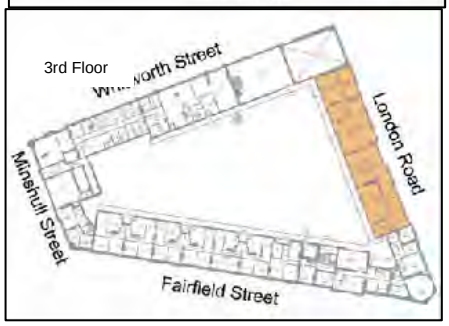
ix) **Conclusion. Low significance.** The police maisonettes make a more modest contribution to the understanding of the importance of the operational and social uses of the complex. The apartments were provided with relatively limited fixtures and fittings and have been compromised by their removal and loss.

6.22 (d) London Road flats. Low significance.

i) The London Road Flats (as well as the Fairfield Street and Whitworth Street Flats), were assigned to married firemen. They comprise: two flats at 1st floor level, four flats on the 2nd floor, and four flats on the 3rd floor. The flats are arranged above the Coroner's Court and the Gas Meter Testing Station, and accessed by means of balconies from the main internal staircase ST.4 or from the external staircase ST.10. (see Significance Plans for room locations).







ii) The London Road flats were designed in a four or five-room cellular system. The layout of the flats differs slightly between each flat in response to the location within the building layout, as follows.

iii) The flats were accessed directly into the living room, which was flanked by a small pantry and led to either 2 or 3 bedrooms, with a parlour, bathroom and larders. Each room of the flat had a fireplace, although the fire-surrounds have largely been removed and infilled. The chimney breasts have been retained, assisting in the appreciation of the layout of the typical flat. Some 1st floor flats retain early fireplaces in situ (in 1.1.4, 1.1.5 and 1.1.8).



Fig. 73. Interiors of the London Rd flats, 2010.

iv) The London Road flats were designed with a relatively functional, utilitarian design. They are less decorative than the 1st and 2nd Officers' Flats, with plain cornices and skirting throughout. A few rooms also have picture rails.

v) The only alteration to the original layout of the flats was implemented in 1962, when the 2nd floor apartment (occupying rooms 2.16 to 2.18) was incorporated into the Gymnasium and used

as changing room facilities. The accommodation within the flats was standardised and flexible comprising either two or three bedroom units. The flats contained lime plaster lath ceilings, with modest plaster cornices in the living rooms. The walls were painted plaster and wall-papered. The floors were oak wood-block in the bedrooms, with plain timber skirting throughout, and quarry tiles at in wet rooms and storage areas. The joinery detailing was functional, with plain, timber skirting throughout and at most a simple picture-rail in the parlour.

The first floor flats (for example rooms 1.1.7 to 1.1.15) comprised: a living room (1.1.10); Pantry and storage (1.1.9), Parlour (1.1.7), three Bedrooms (1.1.11, 1.1.8, 1.1.12), Bathroom (1.1.14), and a Larder (1.1.15).

vi) The second floor flats were similar comprising, for example, in flat 2.1: a Living room (2.1.1), Pantry (2.1.8), Parlour (2.1.5), three Bedrooms (2.11.3, 2.11.4, 2.11.6), a Bathroom (2.1.2) and a Larder (2.1.7).

vii) The flats at the third floor level, for example Flat 3.3, comprised: a Living room (3.3.1), Pantry (3.3.2), Parlour (3.3.5), three Bedrooms (3.3.4, 3.3.5, 3.3.6), a Bathroom (3.3.3), and a Larder (3.3.7).



Fig 74 Example interiors – London Road flats.

viii) **Architectural/Aesthetic**. The flats were relatively generous spatially but formed of standarised layouts and decorative rooms with modest features, typical for the period. The significance of the area has been assessed as being low due its basic design expression, indicative of the hierarchy.

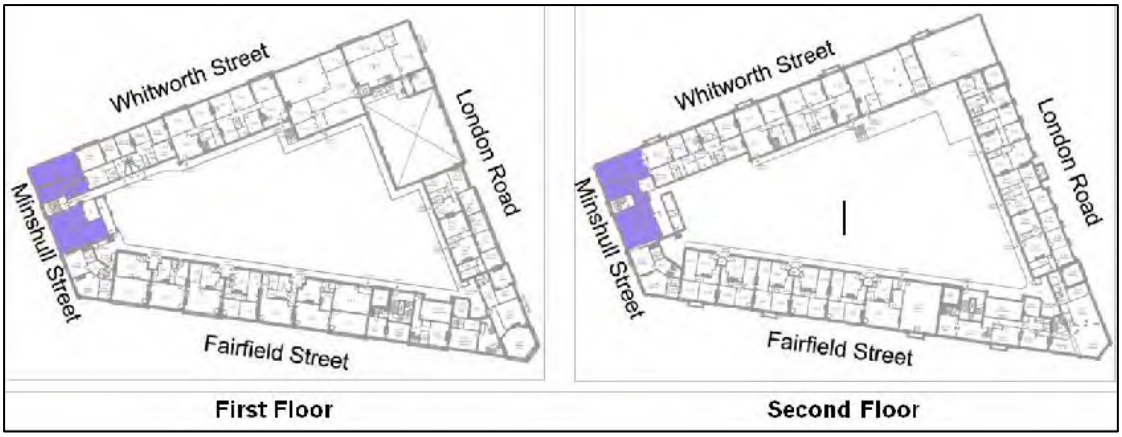
ix) **Completeness**. The early layouts are substantially unaltered, despite one significant an alteration in 1962 (see above). However, the flats have largely been stripped of their relatively modest detailing, including: fireplaces, internal doors, fixtures and fittings.

x) **Status in Hierarchy**. The flats are standarised, typical rooms with a repetitive layout, similar, but subtly less generous than the 3rd Fire Brigade Officers' Quarters in dimension and decorative finishes. Thus, the hierarchical status is expressed by the accommodation.

xi) **Conclusion. Low significance.** The London Road flats make a more modest contribution to the understanding of the importance of the operational and social uses of the complex. The apartments were designed to be flexible and have a relatively limited detailing. They have been compromised by the removal and loss of features.

6.22 (e) Minshull Street police flats. Low significance.

i) The Police Officers' flats on Minshull Street were located directly over the Police Station, comprising: two flats on the 1st floor, a further two on the 2nd floor, and a single flat on the 3rd floor. They were conveniently entered from the staircase ST.6. The 3rd floor also originally accommodated the police officers' billiard room, laundry and a play-space for their children.



ii) The original layout was altered in 1938 when Single Firemen Quarters were formed at 3rd floor, resulting in the removal of the last flight of the stairs (ST.6) so that the Police service accommodation was reduced to those on 1st and 2nd floor only (refer to schedule of significance of Single Firemen Quarters below – 6.20(h)).

iii) The flats were standarised in layout and form. Each flat is formed by 2 bedrooms, 1 kitchen/living room, 1 bathroom, 1 scullery and 1 larder. Each room of the flat had a fireplace. The fireplace flues are fundamental elements of the flat plan form, and are expressed as contributors to the structure of the building. Each flat has external access to a small within the balcony.



Fig. 75. Example interiors, Minshull Street police flats.

iv) The interiors were modest (as per the fire service flats), and spatially less generous than the senior officers' maisonettes. They included painted lime-plaster on lath ceilings, with simple plaster cornices in the living rooms and bedrooms. The walls were wall-papered over finished plaster on brick. The floors were oak wood block in the bedrooms, with plain timber skirting throughout and quarry tiles in wet rooms, living rooms, and bathrooms. The flats had plain

timber skirting throughout (mostly replaced/lost) and picture rails in living rooms and bedrooms.

v) The fireplaces have been generally removed and infilled, with the exception of a single cat-iron fire surround in room 2.2.4, retaining only the chimney breasts.



Fig 76. Example interior Minshull Street police flats (room 2.19)

vi) **Architectural/Aesthetic.** The flats comprise standardised rooms, with a repetitive layout. The significance of the area has been assessed as being low, as a result of its simplicity and limited decorative detailing.

vii) **Completeness**. The early plan form is maintained substantially unaltered, although the third floor was changed to accommodate single firemen in 1938. The original features, including: fireplaces, internal doors, fixtures and fittings have been generally stripped out or lost due to the very poor condition of the area

viii) **Status in hierarchy**. The flats are of modest significance, having been formed by typical rooms with a repetitive layout, and are similar to the Fire Brigade Officers' accommodation in Fairfield Street in terms of dimension and decorative finishes.

ix) **Conclusion. Low significance.** The Minshull Street police flats make a more modest contribution to the understanding of the importance of the operational and social uses of the complex. The apartments were designed to be flexible and have relatively limited decorative detailing. They have been compromised by the removal and loss of original features.

6.22 (f) Whitworth Street flats. Low significance.

i) The Whitworth Street block originally contained family accommodation for firemen, arranged on three floors over the former Workshops. However, the in 1938 alterations were undertaken at 3rd floor to form the Single Firemen Quarters (see below). The 3rd floor flats were then replaced by dormitories with early partition walls demolished and new partitions built to form cubicula for single men. The early fire breasts assist in identifying the former flat layout.



ii) The surviving Whitworth Street flats now comprise of two flats on the 1st floor, and a further pair on the 2nd floor. The flats are of the typical, standarised layout, slightly smaller than the other fire service flats, arranged over a single floor and including either two or four bedrooms.

iii) The entrance door from the balcony leads directly to the living room. The flats on each layer comprise a two and a four bedroom unit, with a parlour for the larger apartment, a bathroom and a scullery are placed around a long larder. Each living space originally had a fireplace, although most have been removed with only two early cast iron fireplaces are preserved in situ (in rooms 1.30.6 and 1.30.1).

iv) The Whitworth Street Flats were designed in a functional, utilitarian design. They are less decorative than the 1st and 2nd Officer Flats, with plain cornices and skirting throughout. The interiors were modest and less generously spaced or detailed than the senior officers' flats. They included painted lime-plaster on lath ceilings, with simple plaster cornices in the living rooms and bedrooms.

v) The walls were wall-papered over finished plaster on brick. The floors were oak wood block in the bedrooms, with plain timber skirting throughout and quarry tiles in wet rooms, living rooms, and bathrooms. The flats had plain timber skirting throughout (mostly replace/lost) and picture rails in living rooms and bedrooms.

vi) **Architectural/Aesthetic**. The flats are formed by standardised spaces and less generous rooms, with a repetitive layout. The significance of the interior detailing is low due to the basic design form and minimal decorative treatment.

vii) **Completeness**. The apartments have been much-altered area by the demolition of walls, changing openings and new partitioning. Early fireplaces, internal doors, fixtures and fittings have been generally stripped out.

viii) **Status in Hierarchy**. The flats are formed by typical rooms with a repetitive layout, with more modest spatial arrangements for the rooms and limited decorative finishes.

ix) **Conclusion. Low significance.** The Whitworth Street fire service flats make a more modest contribution to the understanding of the importance of the operational and social uses of the complex. The apartments were designed to be flexible and have a relatively limited detailing. They have been compromised by the removal and loss of features.

Fig 76 Typical interior of the Whitworth Street flats.





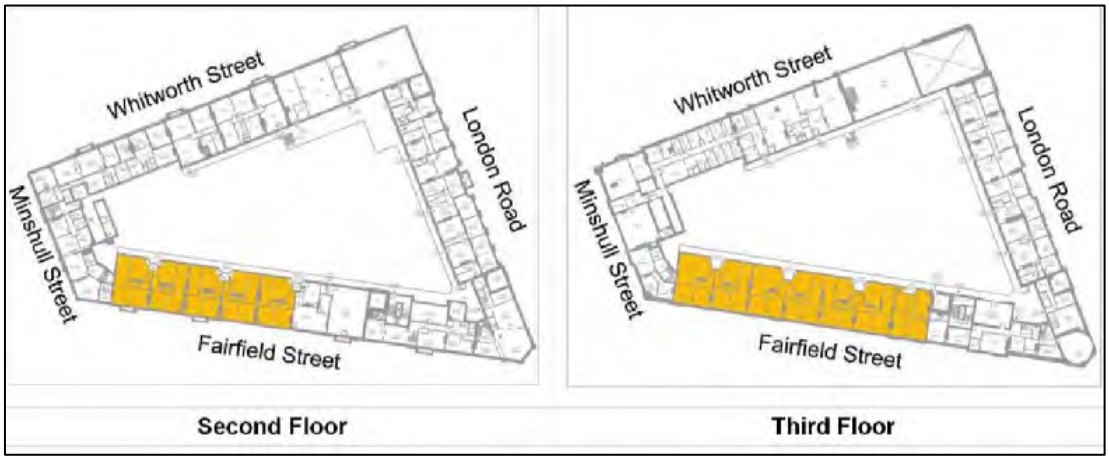




Fig 77 Typical apartment floor finishes as shown in the Whitworth Street flats; quarry tiles and wood block.

6.22 (g) Fairfield Street flats. Low significance.

i) Originally the majority of the firemen's tenements were arranged on three floors over the Engine House. However, in 1952 the flats at 1st floor level were converted into mess and dormitory facilities, and in 1975 the 2nd floor flat (room 2.6) was converted to recreation area. The result was to reduce the Fairfield Street flats to comprise flats at 2nd floor level (five flats) and 3rd floor level (seven flats). These apartments generally retain their former plan form. (See significance plans for room numbers).



ii) The Fairfield Street flats (in common with the London Road and Whitworth Street flats), were assigned to married firemen, but with smaller families. They were designed in a four-room cellular system. All the flats were accessed from the balconies from the main internal staircase (ST.4), or the external staircase (ST.10). The cell system develops around a small central larder, with 1 bedroom & 1 bathroom to the courtyard side and 2 bedrooms (or 1 bedroom and 1 parlour) to the street side. The cell layout could be easily adapted to incorporate adjacent rooms in order to accommodate smaller or larger families. Each room had a fireplace.



Fig 78 Typical interior detailing Fairfield Street flats – looking into courtyard.

iii) The Fairfield Street Flats were designed in a functional, utilitarian design, with plain cornice and skirting throughout. The interiors were modest and less generously spaced or detailed than the senior officers' flats. They included painted lime-plaster on lath ceilings, with simple

plaster cornices in the living rooms and bedrooms. The fireplaces have been generally been removed and infilled, although chimney breasts have been retained.

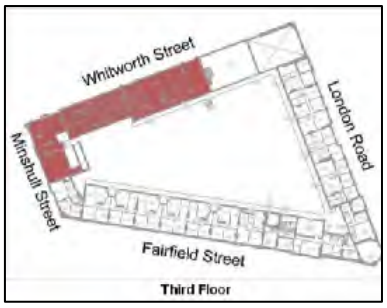
iv) **Architectural/Aesthetic**. The flats are formed by standardised spaces and less generous rooms, with a repetitive layout. The significance of the interior detailing is low due to the basic design form and minimal decorative treatment.

v) **Completeness**. The apartments have been much-altered area by the demolition of walls, changing openings and new partitioning. Early fireplaces, internal doors, fixtures and fittings have been generally stripped out.

vi) **Status in Hierarchy**. The flats are formed by typical rooms with a repetitive layout, with more modest spatial arrangements for the rooms and limited decorative finishes.

vii) **Conclusion. Low significance.** The Fairfield Street fire service flats make a more modest contribution to the understanding of the importance of the operational and social uses of the complex. The apartments were designed to be flexible and were adapted to suit changing demands, with a relatively limited detailing. They have been compromised by the alteration to the group and the extensive removal and loss of features.

6.22 (h) Single firemen's quarters. No significance.



i) This accommodation was formed in 1938 following the alteration of the area which was originally part of the police service tenements. The former police flats were located over the Police Station, on the 1st and 2nd floors, and accessed from the staircase ST.6 (see alos above).

ii) In 1938 the Single Firemen Quarters were formed at 3rd floor level following the removal of the last flight of stair ST.6 to segregate the uses.

iii) Drawings dated August 1938 reflect the implemented design for the Single Firemen's Quarters. The altered space included 32 small rooms, including a sick bay. Provisions were made for two toilet and shower blocks, along with a kitchen, dining room, lounge, linen store and a new fire service access pole going down to the ground floor.

iv) A series of plastered 'pioneer' block partitions were built to subdivide the existing rooms into single bedrooms. New finishes included battleship linoleum floors, painted timber skirting, plaster cornices and new lath and plaster ceilings, and new lay-lights. Three external windows were altered to create doors. An earlier hoist was removed to provide space for a new concrete platform adjacent to the area and the window was replaced by a new door with fanlight. New windows brought light from the courtyard side/area into the kitchen.



Fig 79 Crude detailing to create the new single firemen's accommodation, as altered in 1938.

v) **Architectural/Aesthetic**. The altered apartments were crudely implemented with very basic finishes, with partitions cutting across windows and no architectural expression of any significance.

vi) **Completeness.** The 1938 plan survives but is an awkward fit into the original police service apartment space, requiring substantial alteration.

vii) **Status in hierarchy**. The adaptations were necessary to accommodate the expanded fire service on the brink of WWII, but despite contributing to the understanding of the social history of the Fire Station, this area was not included in the original layout and has a limited accessibility with the other areas of the fire-station.

viii) **Conclusion. No significance.** The adapted Single fire-officers' Quarters make a modest contribution to the understanding of the evolution of the complex, a s a temporary adaption, and are of limited importance to the operational and social uses of the complex. The apartments were crudely inserted into adapted accommodation, and were altered to suit changing demands, with a relatively limited detailing. They have been further compromised by the alteration to the group and the extensive removal and loss of features.

6.23 Social club. No significance.



i) The Social Club area is a later adaption and exhibits extensive late-C20th alterations (estimated post-1970s). The social club was not part of the original layout and was not originally shown in the archival plans.

ii) The Social Club is located in rooms 2.16.4 to 2.16.7 (refer to significance plans), with the main access through 2.16.4.

iii) The interior décor is very dated and clearly of the 1970s. Alterations were made to the entrance doors, which seem to have been re- installed deeper into the space within a new door frame and transom light. The main 'Club' area is room 2.16.5 with a modern bar, framed by modern materials.

iv) The adjacent rooms, 2.16.6 and 2.16.7, were auxiliary rooms with a cloakroom in 2.16.7.



Fig 80 Details of the Social Club's interior, 2016

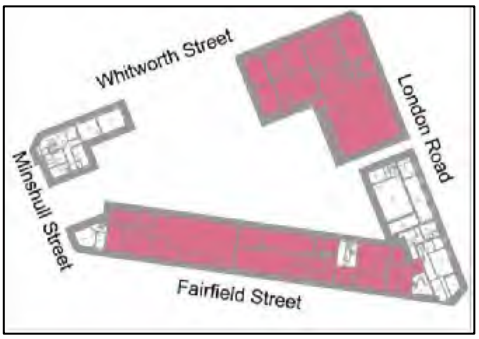
v) **Architectural/Aesthetic.** The dated, but non-original finishes and crude architectural expression are expressive of their time but are generally alien and detrimental to the overall character of the complex.

vi) **Completeness**. The early layout and appearance of the suite of rooms has been substantially altered over the years. The social club layout is largely intact but is of no significance and compromises the original layout and character of the space.

vii) **Status in hierarchy.** The Social Club is a recent alteration to the early design. This area possibly played a peripheral role in the lives of the fireman and their families, helping to create a close-knit community. However, few records of the activities taken place in this area were found.

viii) **Conclusion. No significance.** The adapted Social Club space makes a modest contribution to the understanding of the evolution of the complex but is of limited importance to its operational and wider social uses. The suite was crudely inserted into adapted accommodation, using cheap materials which have compromised the original layout of the space. The space has thus been compromised by the alteration to the group and the extensive removal and loss of original features.

6.24 General basements spaces. Low significance.



i) The General Basement Rooms are utilitarian rooms that house auxiliary functions to the activities. These spaces are located under the Gas Meter Testing Area and under the Engine House & Control Room.(Refer to Significance plans for room numbers).

ii) Access to the Basement Rooms under the Engine House & Control Room is provided by staircase and lift (ST.4) connecting to all the floors above. The lift is a replacement but is considered to be an early addition. Access to the courtyard is provided from B.29.

iii) Access to the Basement Rooms under the Gas Meter Testing Area is provided by the Staircase ST.8 at ground level (G.51 Test Room) and by the lift (G.49) up to 1st floor (1.31.5). The lift has been replaced, but its location is original. It is the only means of vertical connection between basement and 1st floor. Access to the courtyard is provided from B.63.

iv) The Basement rooms are generally characterised by concrete floors (or quarry tiles in wet areas), buff glazed bricks walls and exposed concrete at ceilings. As expected, services, pipes and equipment are exposed. The decoration is reduced to glazed brick arches and early timber screens.

v) The General Basement Rooms are not depicted in the original drawings. The earliest alteration drawings date back to March 1954, pertaining to alterations to rooms B.21, B.23 and B.25. There is extensive alteration in the basement areas, including the construction of new brick walls and new ventilation equipment.



Fig. 81. Typical basement details.

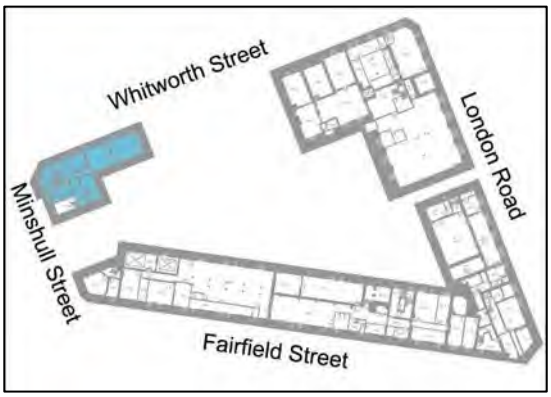
vi) **Architectural/Aesthetic**. The architectural and aesthetic significance of the basements rooms is generally limited, with functional ceramic tiled-bricks where necessary for practical purposes rather than decoration.

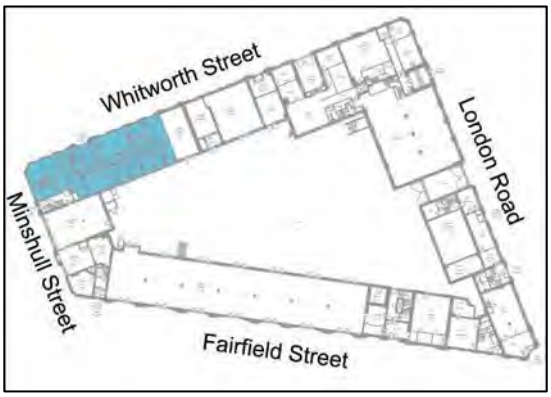
vii) **Completeness**. The plan form has been altered in recent date by construction of modern partitions to form new areas.

viii) **Status in hierarchy.** The Basement contributes marginally to the understanding of the historic setting of the building.

ix) **Conclusion. Low significance.** The basements are of functional form and detailing but were an original part of the operation of the complex which make a modest contribution to the understanding of the evolution of the fire station. The spaces have been crudely adapted in parts, using cheap materials which have compromised the original layout of the space. The space has thus been compromised by the alteration to the group and the extensive removal and loss of original features.

6.25 The Police Station. High significance.





i) The Police Station was accessed by two separate entrances; a public entrance on Whitworth Street and a staff entrance on Minshull Street, the later giving direct access to staff rooms and to the Basement.

ii) The Police Station functions were divided between Ground floor and Basement levels. The administrative functions took place on the Ground floor, which also includes the prison cells. Auxiliary functions were reserved to the Basement.

iii) The prison cells are the most intact surviving spatial feature, with glazed brick walls, arched openings, robust iron doors and fixed cell furniture.

iv) The public hall merits special attention, featuring a vaulted plaster ceiling and cornice, beautiful glazed tiles and faience wall mouldings, multi-coloured mosaic floors and decorative iron grilles.

v) Reference should be made to the numbering of room on the Significance Plans. The ground floor rooms included: G.23 (Entrance Hall), G.ST.6 (Stairs to Basement), G.24 (Corridor), G.25 (Mess Room), G.26 (Parade Room), G.27 (Duty Room), G.28 (Doctor), G.29 (Store), G.30 (Main Entrance), G.31 (Store), G.32 (Charge Office), G.33 (Inspector), G.34 (Corridor-not original, separated from G.35 by timber screen), G.35 (Matron), G.36 (Corridor)

vi) G.37.1 to G.37.3 (Male Cells), G.37.4 to G.37.7 (Female Cells). A set of Stairs (B.ST.6) connected the Ground and Basement levels

vii) The basement rooms were highly utilitarian as indicated in the room names provided in the July 1904 drawings: B.39 (Lavatories and Toilets), B.40 (Heating Cellar with filter/fresh air chamber), B.41 (Fuel), B42 (Store), B.43 (Store), B.44 (was a subdivision within B.43, now removed), B.45 (Lamp Store), B.46 (Hoist), B.47 (Corridor). A small office was on the south side of the stairs gave access to a coal store under the stair and to a shoot from the exterior pavement above at Minshull Street.

viii) **Architectural/Aesthetic.** Even though the rooms are not highly decorated, or have any outstanding aesthetic expression, the Police Station maintains considerable architectural significance due to the carefully considered design and articulated plan form, testimony to the unique functions it housed.

ix) **Completeness.** The plan-form largely remains intact on both Ground and Basement levels. Very few rooms appeared to have been subject to substantial interventions that went beyond redecoration.

x) **Status in hierarchy.** The Police Station occupied the northwest corner of the site. This area was originally designed as a Police Station and remained in use for this purpose until 1979. The significance of the Police Station is enhanced by its continuous use as a Police Station, as an original and independent operation, detached from the fire station functions.

xi) **Conclusion: high significance.** This is an original spatial feature which provided an essential, parallel service to the fire station complex. The original simple, functional interiors means that much of the historic fabric survives (doors, tiled walls etc), although in poor state which partially diminishes its overall interest and importance.



Fig 82 Painted plaster on lath ceilings and tiled walls in basement rooms.



Fig 83 Tiled details. Fire place removed.



Fig 84 Example of floor tiles in the Police Station

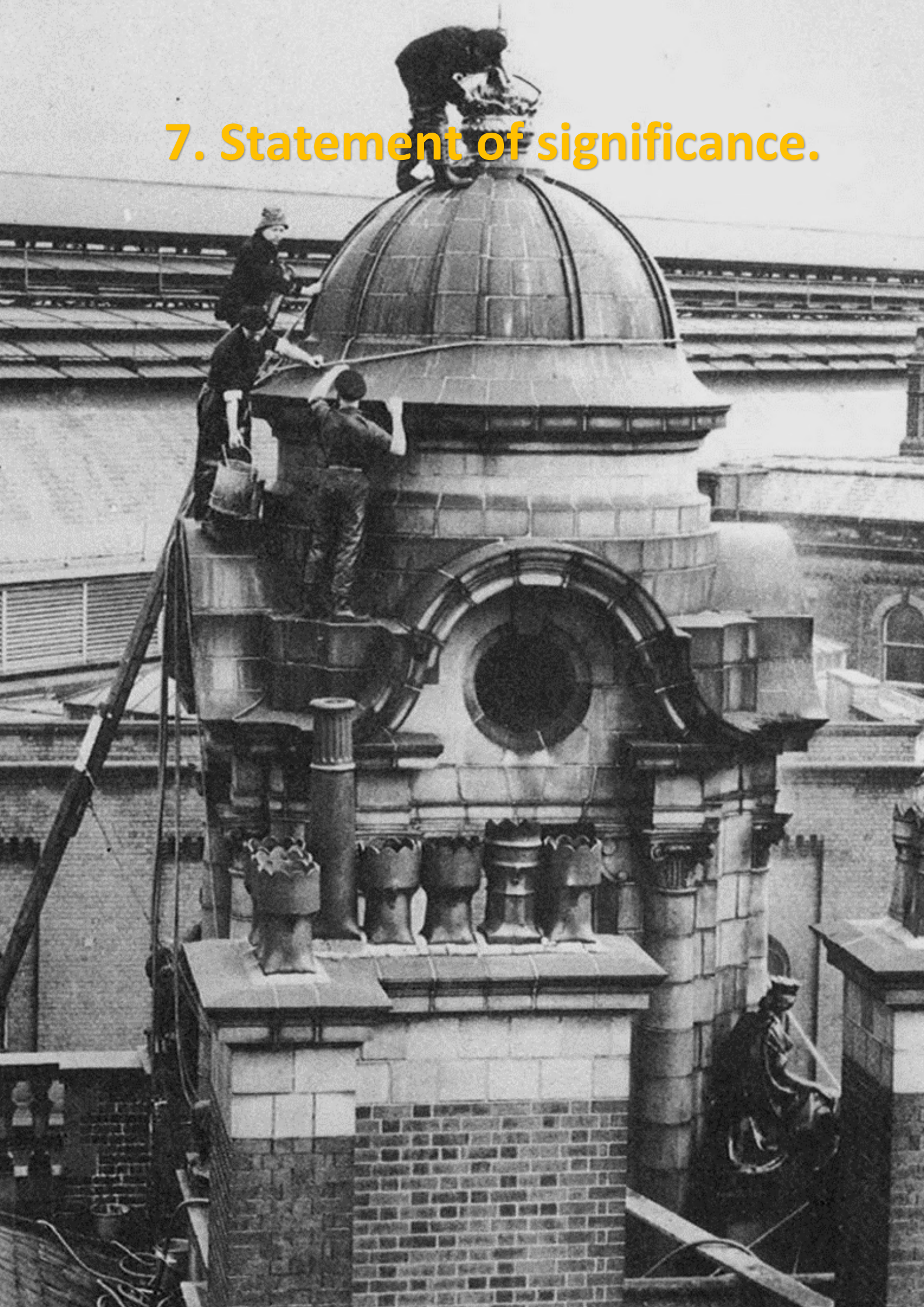


Fig 85 Inspector's office -Police Station.



Fig 86. One of the cells in the Police Station.

7. Statement of significance.



7. STATEMENT OF SIGNIFICANCE

7.1 Purpose & methodology.

i) The "*Principles of Selection for Listing Buildings*" sets out the Secretary of State's general principles which assist the determination of the special interest of historic buildings. The London Road Fire Station is designated as a grade-II* listed building and therefore is by definition of special interest as a heritage asset. The preceding sections have attempted to disaggregate the relative value of the components of the building in order to better define the relative sensitivity of the fabric components.

ii) The London Road Fire Station has been described as *"arguably the world's most important building of its type"*, this is due in large part to its unique combination of early uses and the high survival of original features. The national importance of the building is established by its Grade II* listing, which describes it as "an ambitious building with much good detail of the period, in unusually complete condition"'. At the time of listing the building was still in the ownership and use of the Manchester Fire Brigade.

iii) Despite disuse and deterioration of the built fabric the robust character of the building enables it to retain a good deal of original fixtures and finishes in the public spaces.

iv) It will be evident from the significance plans and the hierarchy of the internal spaces that the building exhibits a range of heritage values. Therefore, the overall significance of the London Road Fire Station may be determined by reference to the methodology outlined by Historic England in their guidance on Conservation Principles, dated 2008.

v) Principle 3.2 of Historic England's 2008 Conservation Principles states,

> *"The significance of a place embraces all the diverse cultural and natural heritage values that people associate with it, or which prompt them to respond to it. These values tend to grow in strength and complexity over time, as understanding deepens and people's perceptions of a place evolve"'.*

vi) The following significance statement thus uses Historic England's 'values-based' approach which underpins the 2008 Conservation Principles. The four constituent heritage values that collectively define a building's significance are defined in Conservation Principles as follows.

- ***Evidential Value.*** This relates to the potential of a place to yield significant evidence usually from physical remains about past human activity.
- ***Historical Value***. This refers to the manner in which the present can be connected by a place to people, events and aspects of life in the past.
- ***Aesthetic Value***. This is the ability of a place to provide sensory and intellectual stimulation.
- ***Communal Value***. This refers to the meanings of a place for people who relate to it - a collective experience of memory. In essence, it is a shared cultural frame of reference.

vii) It is also important to take into account the policy guidance defined within the National Planning Policy Framework (NPPF) when assessing significance. It states that when defining significance the assessment should be to a level of detail which is,

> *"...proportional to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance."*
>
> (NPPF 2012, para 128).

viii) The following attempts to summarise the above building analysis in these terms.

7.2 Evidential Value.

i) As noted above, evidential heritage values are those that derive from the potential of a place to yield evidence about past human activity (Conservation Principles para.35). These values will usually comprise physical remains inherited from the past and are often primarily archaeological in form, but also relate to building uses. However, the ability to understand and interpret such evidence is diminished in proportion to the extent of its removal or replacement (Conservation Principles para.36).

ii) In this instance, the London Road Fire Station (LRFS) complex was built on the site of earlier domestic and commercial buildings, following comprehensive clearance of the site. It is also known that the basement and foundations were built on the bedrock which is relatively shallow at this point.

iii) Any potential to reveal deposits in the ground would primarily be related to the phases of development that occurred prior to the development of the LRFS and, as they can be traced in the mapping of the site, and would have been disturbed during construction they are unlikely to be of any significance.

iv) The building complex itself yields evidence about how this building-type evolved nationally and its relationship to Manchester city's development. The LRFS is clearly an exemplar of its type and of importance as an exemplar which assists with a greater understanding of this building typology. Clearly each component of the building group has some potential to yield evidence about its past use. However, the potential evidential value is diminished as a result of varying degrees of alterations.

v) Comparative assessment with other buildings within this typology reveals that the building is essentially unique in terms of its monumental scale and the range of accommodation and services provided within the complex. Thus, in terms of its mutli-use the London Road Fire Station has no equal in design or accommodation. Nationally, although there are other examples of combinations of fire, police and ambulance services, London Road is the only building to include all of these, as well as a range of other public and private sector uses. Similarly, it has no equal in terms of the range and quality of residential accommodation, having some 38 flats, as well as the Chief Officer's House and the Second Officer's House.

vi) Thus, one of most interesting characteristics is the surprising adaptability of the form, which accommodates additional services such as the Bank, Gas Meter Testing Station and even the Coroner's Court. These component uses did not form part of the original competition proposal. This progression of the design to additional revenue earning uses, based around a core public use is a rather innovative and modern concept. What makes London Road Fire Station exceptional is that, despite the lack of original design intention for all the additional uses, the strength of the design concept and the subtle compartmentalisation of the spatial qualities which enabled these uses to operate independently, without compromising the exterior character of the fire station headquarters.

vii) In few other examples is this accomplished so well – the similarity of material and style is complemented by variations in both height and scale but also in integrated signage and sculpture. Despite the late inclusion of the Bank, Court and Gas Meter Testing Station, these spaces still appear to have been cleverly designed to fit the allotted space available while also presenting interesting variations of the overall design.

viii) Consequently, it is considered that although the evidential value has been diminished and is widely recorded, the site retains the potential to yield moderate degree of evidential value. Thus, any proposals that would disturb the below-ground fabric or the designated fabric may be subject to building recording with the focus on the above-ground interpretation of the building fabric.

ix) The ***evidential value*** of the site is thus considered to be **considerable.**

7.3 Historical value.

i) As noted above, historical values derive from the ways in which people, events and aspects of life can be connected through a place to the present day (Conservation Principles para.39). This form of evidence may be either illustrative or associative, and is of relevance to the London Road Fire Station, as it provides well documented evidence of the development of the building type, the social group and the management of Manchester's urban fabric in the industrial period.

ii) The historical value of the building group is strengthened by the fact that it is an exemplar of a new phase of development in Manchester's history and is linked with the growth of Manchester as the first industrial city.

iii) The LRFS illustrates important aspects of the local (and at times national) social, economic and cultural aspects, which contribute to its historical interest. It served as the setting for important events in the history of the Manchester Fire Brigade, and is intrinsic to the evolution of fire-fighting nationally, as well as the history of Manchester. It contributes a great deal to the history of the Manchester Fire Brigade, and the overall history of fire-fighting.

iv) The station was built at a prolific time in Manchester's history, when the city was continuing to expand as a commercial centre of the country. This expansion led to the construction of large multi-storey warehouses, widely in evidence around the fire station, which represented a potential fire-hazard. The previous headquarters at Jackson's Row was too small to cope with the high demand, was dilapidated and in the wrong location. The Manchester Fire Brigade itself was in a state of flux, having separated from the police in 1898 and still developing its own structure.

v) London Road Fire Station was thus built at a significant point in the development of both the city and the Manchester Fire Brigade. It was designed to be the best designed and best equipped fire station in the country, hence its ambitious price tag of £142,000. This was not only an adoption of best fire service practice but its location also expressed the power and ambition of the city that commissioned the building. London Road Fire Station set the benchmark for future fire stations, in terms of its architectural expression, operations, and its adoption and development of new technology.

vi) The staff accommodation was also of high quality, as Superintendent Parker had insisted, with facilities such as the: laundry, billiard room, gymnasium-cum-entertainment room, providing for excellent communal living conditions. The fire station acted as the headquarters for many years, contributing to the everyday workings of the city. London Road was the fire brigade's hub of communications and dispatch for the city, and became an essential resource during the Second World War. Despite all the changes which occurred in the running and organisation of the brigade, London Road remained an essential part of fire-fighting in the city until its closure in the 1980s

vii) The ***historic value*** of the London Road Fire Station is thus considered to be **high**.

7.4 Aesthetic value.

i) London Road Fire Station (LRFS) is notable for its exterior architectural merit due to the quality of its design, layout and decoration, whilst exhibiting many distinctive details in the Edwardian Baroque and Arts & Crafts styles. There are elements of virtuosity and innovation both in its planform, construction and techniques. The building has undergone some modern interventions, and has suffered the loss of some fabric, but these have not considerably detracted from its overall integrity and significance.

ii) It is widely recognised that the LRFS one of the best examples in the country of this building type. This is one of a few fire stations in the country that simultaneously combines of outstanding design, large scale and functional complexity.

iii) The **building's exterior** is a remarkable expression of Woodhouse and Willoughby's work, and represents the culmination of their prolific and successful partnership. They designed the building, with its terracotta tiling and sculpture, to form part of a wider group of turn of the century buildings in Manchester, many as equally robust and functional.

iv) The architects drew influence from a variety of sources and as such the building commonly interpreted as Edwardian Baroque, or (as Pevsner called it) neo-Baroque style.

v) While the broad-brush attribution of neo-Baroque or Renaissance Revival describes the building, it does not account for the styling of the terracotta sculpture, the Art Nouveau design of the interior tiles and stained glass door panels in the Coroner's Court. This rich amalgamation of styles is a practical expression of the combination of influences, from George Parker (initial concept), to the newly formed architectural practice, Woodhouse Willoughby & Langham and the excellence of J.J.Millson's sculpture.

vi) Despite the range of influences the architectural coherence of the building is evident, both operationally and aesthetically. The combination of uses could have easily caused confusion within the site design. However, the architects working with George Parker were able to combine these uses in a way which is revealed subtly and successfully in the facades of the building, as well as functionally on the interiors.

vii) The project architects, Woodhouse, Willoughby and Langham, are neither prolific nor particularly notable for their design portfolio, and London Road is arguably the most significant building designed by any of them. The competition drew in a considerable amount of interest nationally, though the winning entry was a team of local architects who would understood local constraints. They were of course assisted by the specific knowledge of Superintendent George Parker's clear and practical vision of the specific requirements of the layout.

viii) The clarity of the architectural brief was an obvious contributor to the successful resultant. Parker's brief (included as Pt.1, Vol2. Appendix 4) was focused on the practicalities of the station and the comfort of the staff, and his objective to build the highest quality facility, sparing no expense.

ix) Parker's experience in building previous fire stations in Bootle and Belfast enabled his authority to prevail within the design team. It is unfortunate that his eventual dismissal from the brigade prior to the opening of the building precluded his enjoyment of the building which remains a testament to his dedication and considered design.

x) The **interior finishes** of the building contribute significantly to understanding the hierarchy and practical expression of the uses throughout the site. The interior detailing thus reflects the purpose of the space, with a focus on function.

xi) This factor is obvious in areas such as the Coroner's Court, where wood panelling is both sober and functional, while subtly expressing the importance of the function. The decorative tiling and plasterwork has been altered but remains intact beneath modern paintwork. The glazed bricks used in the Police Station are functional and aesthetically pleasing. This practicality of the design, marrying function and form is continued across the complex, although diminished by erosion and loss.

xii) George Parker's design influence was most evident on the interior. His brief to the Council's Fire Brigade sub-Committee described not only the best possible layout for the station, but also the material finishes for different spaces, specifying, for example, Dutch clinker floors and enamel brick walls to the Engine House.

xiii) The **aesthetic *value*** of the London Road Fire Station is thus considered to be **high**.

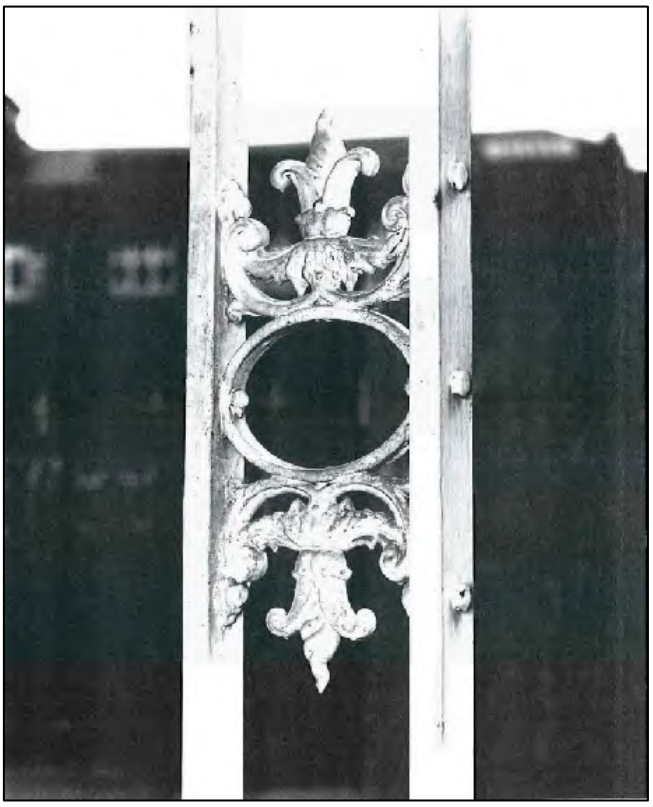


Fig. 82. Details of the balustrade, 1986.

7.5 Communal value.

i) London Road Fire Station is of national and international significance due to its (then) innovative design, scale and set of original uses. It is a rare example of a multi-service building which goes beyond the typical combination of uses found in other buildings of the same type throughout Britain.

ii) The communal value of the LRFS derives from the close-knit community that once shared the facilities, and from the importance of the civic services that had been historically provided to the public. In addition the building remains a landmark and symbol of the ambition of Manchester City Council.

iii) The **communal value** of the London Road Fire Station is thus considered to be **considerable.**

7.6 Significance conclusions.

i) The special architectural and historic appraisal of the LRFS confirms the Grade II* listing. Its significance is expressed in the architectural interest and historic and national importance. The London Road Fire Station is considered to excel when analysed under the principles of rarity, selectivity and aesthetic merits, which confirm the special interest of the building.

ii) The distinctive architectural quality, the powerful composition and the harmonious relationship with the surroundings confer to the London Road Fire Station an outstanding aesthetic value. The special interest of the building is also evident in light of its prominent historical and social value.

iii) The LRFS was an impressive Manchester project at the turn of the 19th century, delivered to impress and engage the citizens and visitors in a shared expression of civic pride. The building is, therefore, considered to be an outstanding architectural asset to the city, as witness to the development of Manchester as an industrial city in the late 19th-early 20th century and as evidence of the economic achievements and cultural aspirations of its inhabitants. Securing a new and sensitive use is therefore essential to safeguarding its future as a heritage asset.

7.7 Significance Plans

i) The conclusions formulated from the Assessment of Significance are processed into a graphical representation in the Significance Plans. In particular, the Plans show the significance of the structure, openings and aesthetic elements (such as walls, partitions, joinery, staircases, etc.).

ii) Architectural elements were hatched and significance is expressed according to the following definitions and colours:

- **High**: Parts or elements of special interest that are fundamental to the design concept of the building and/or parts that play a major role in its 'historical time line';
- **Considerable:** Parts or elements of special interest that are specific to the vocabulary of the building and/or parts that play a considerable role in its 'historical time line';
- **Lower:** Elements of some or little special architectural or historic interest, but that contribute to the vocabulary of the building as a whole and its historical time line;
- **No significance/Detrimental:** Parts or elements that do not have special interest; or are visually intrusive; or detract from the intactness of the building; or are of poor craftsmanship quality.

Drawings List:

- SP01BF- Basement Floor
- SP02GF- Ground Floor
- SP03FF- First Floor
- SP04SF- Second Floor
- SP05TF- Third Floor
- SP06R- Roof

8. Managing change.



8 MANAGING CHANGE

8.1 Introduction

i) The NPPF (2019) and the associated Planning Practice Guide emphasise the need for a thorough understanding of the significance of Heritage Assets, to form the basis for the assessment of any development impact.

ii) Given the building's statutory status the national and local planning policy requires that the focus should be on the preservation of the significance of London Fire Station. This significance appraisal is the baseline information which enables appropriate decisions which impact on the fabric and character of the building to be considered. This is necessary to secure the building's long-term conservation as a high-status heritage asset, which fundamentally requires the following key objectives to be taken into account.

8.2 Conservation objectives

i) **Secure a sustainable use.** A key consideration in the rehabilitation of the station is to secure a use which is sympathetic to the pre-existing built fabric, and which will not only incorporate, but which will serve to enhance the special character of the building.

The original spatial concept of the London Road Fire Station is unique and complex. Historically, it accommodated different functions, which were physically segregated and operated with distinct and clear operational hierarchies. The architecture reflects the peculiar design brief and tight site through the variety of spaces. The idiosyncratic character of the building expressed through the variety of spaces, arranged around the central courtyard, is of intrinsic importance to the building's character and significance and should remain expressed in any new development.

In general terms, the building features larger, customised spaces for specialised activities, contrasting with the repetitive layout of the smaller, private flats on the first, second and third floors. This architectural distinction is also a significant attribute of the building, and ideally should continue to be expressed in any proposed development.

ii) **Preserve the external architectural expression**. The architectural significance of the London Road Fire Station is statutorily designated as a grade-II* listed building. Consequently, by definition, the exterior of the building is inherently highly significant, while it also makes a positive contribution to the character of the Whitworth Street Conservation Area. The latter is also a designated heritage asset. The outstanding architectural qualities of the external architectural form should thus remain uncompromised in any re-development scheme.

The large interior courtyard is a further vital part of the historic complex, as a multifunctional space where social activities took place. The courtyard should retain its function as a social

catalyst and the key visual connector within any development, recapturing and enhancing this essential architectural role. The design should thus result in the minimum impact on spatial qualities of the courtyard and its historic fabric, while facilitating a new use.

Any additions to the building should be minimised and necessary to facilitate a sustainable new use, while remaining architecturally subservient to the historic building, in terms of: scale, mass, elevational rhythms, proportions and materiality, to ensure that the character of the historic building remains respected and enhanced.

iii) **Ensure appropriate adaption to the interior spaces.** The interior qualities of the London Road Fire Station have been subject to considerable adaption and have been more compromised than the exterior. The significance of the surviving interiors varies widely.

Larger rooms/spaces, which reflect the original, highly-specialised architectural brief, or those which are finished in high quality architectural materials are deemed to possess the highest significance. In these areas, the existing architectural features should be retained and restored, to minimise the impact on the historic fabric. These highly sensitive spaces include the: Coroner's Court Area, Bank, former Control Room and the Fire Engine House.

In contrast, the rooms distinguished from grander, highly decorative rooms or from the small-scale flats, are generally deemed to be areas of considerable or lower significance (depending on the quality of architectural finishes and intrinsic interest of the function of the room). While these spaces should be preserved in plan-form as far as possible, they can accommodate more intervention without any loss of overall significance than the most significant spaces. Such areas are identified as follows:

Ground Floor: the Meter Testing Station, Ambulance House (later called Fire Engine Maintenance Bays), Police Station, and the Maintenance Garage.

a) The 1st, 2nd and 3rd Officer's Flats (all floors). Care should be given to rooms in the corners of the building where the historic design does not easily lend itself a standardised layout.

b) First Floor: the upper level of the Meter Testing Station (with exception of the offices, which are considered to possess lower significance.

c) Second Floor: the Laundry Room, Fire Station administration Offices, Billiard Room, The Second Chief Station Officer Accommodation; Second Floor: The Gymnasium (double height room up to third floor);

d) Third Floor: former Band Practice Room, Rooms at the corner of Whitworth and Minshull Streets with open ceilings (a characteristic that should be preserved along with historic finishes).

The more standardised rooms with repetitive layouts, which historically accommodated private functions are also a part of particular character of the building. These spaces are of comparatively, a lower level of decoration and lack the spatial and material interest of the above rooms. In comparison, many of these spaces lack any special or architectural interest. The

following areas are of lower significance and can, therefore, potentially accommodate a wider degree of intervention in a proposed redevelopment.

a) Ground Floor: utilitarian or office-like areas possessing low material integrity or architectural character such as Workshops;

b) First, Second and/or Third Floors: Police Flats, Minshull Street Police Flats, London Road Flats, Whitworth Street Flats;

c) First Floor: Meter Testing Offices,

d) Second Floor: the Billiard Room.

The basement level spaces are largely of lower or no significance. However, the spaces do retain some interesting materials, including: glazed bricks and tiles, bevelled glazed-brick used in the arched openings, and the substantial pavement lights. The latter include horizontal and vertical panels of prismatic glass that should be retained in any future proposed scheme.

The basement areas also retain some pieces of historic machinery which need further specialist appraisal and could potentially be showcased in the development or recorded and offered to an appropriate Science Museum.

There are some spaces which are considered to be of no significance due to the extent of unsympathetic alterations between 1930 and the building's closure. These include: the Officers Mess on the First Floor, the Social Club on the Second Floor, and the Single Firemen Quarters on the Third Floor all considered detrimental. These areas could positively benefit from interior alterations in order to enhance the heritage asset, where such changes will have a minimal impact on the exterior and courtyard elevations and to adjacent areas of higher significance.

iv) **Retain historic fixtures, fittings and equipment, where feasible.** The majority of fireplaces have been removed, although some of have been salvaged and are stored within the building, without reference to their point origin. Very few remain in situ. Therefore, all fireplaces (and associated hearths and surrounds) should be re-incorporated into the fabric, where known, in their original locations.

Surviving fixed furniture and/or equipment pieces which reflect the highly-specialised function of the building should be incorporated into any development whenever possible. These should ideally be retained in their original location. Such items include: decorative joinery, screens with stained glass, original heating/cooling control plates, the furniture in the Coroner's Court and prison cells, hoisting equipment, fire access poles.

The windows and doors (and associated joinery and fittings) are of a wide range of types, and are mostly original. These features are, therefore, deemed to be of high significance. The doors and windows should be refurbished and reused in the proposed design as much as possible. Sustainability issues can be dealt with by careful repair and draught proofing.

v) **Express the historic decorative scheme.** The quality of the external decoration of the London Road Fire Station is evident, particularly on the street-facades. The remarkable sculptural

embellishments by John Jarvis Millson are of particularly high significance and should be retained and restored.

Furthermore, some of the interior decoration of the London Road Fire Station reaffirms some of the main concerns of its era: fire resistance, hygiene and the then prevalent architectural style. The surviving and salvageable interior finishes should be reused. These include: decorative plaster cornices, skirtings, wood-block flooring, quarry tiles, glazed brick tiles, glazed decorative tiles, as well as fine joinery. Where the original tiled finishes have been over painted or obscured, they should be restored.

vi) **Maintain historic circulation patterns.** Historic circulation paths (balconies, corridors, staircases, lifts) are considered to possess high significance. They should be retained (where possible) and incorporated into any redevelopment proposals.

vii) **Celebrate the plan-form.** The plan-form of the London Road Fire Station is a key part of its grandeur and essential to its multi-functionality, facilitating independent uses such as the Bank, Police Station and Gas Meter Testing Station.

The courtyard form is not unique as it reflects typical requirements of fire stations of the period, although the courtyard is a highly prominent feature, which was intensely used. Proposals to reinstate the Courtyard as a core of activity are to be encouraged and will preserve a key element of the building's character. It is also considered that the lightness and the visual relationship with the sky should ideally be preserved.

viii) **Maintain the positive contribution to the Conservation Area.** The London Road Fire Station is a positive contributor to the Whitworth Conservation Area. Any proposed development should, therefore, have a positive impact on the streetscape, in particular in terms of the exterior shell of the building and decorations, retaining its silhouette.

The LRFS is a major cityscape landmark, and its contribution to the character of Manchester should be celebrated in key views and vistas.

8.3 Meeting conservation objectives - assessment of heritage impact.

i) The **direct** and **indirect** heritage impact of the proposed development is considered in detail in the accompanying Heritage Impact Assessment (HIA) which is **Part 2** of the Heritage Statement and is presented as a separate document, tailored to the current revised proposals.

ii) Conservation is the process of managing sustainable change, and is considered in terms of both ***direct*** and ***indirect*** heritage impacts, as is defined in **Part 2** of the Heritage Statement and in accordance with the guidance on evaluating impact recommended by ICOMOS in the January 2011 guidance.

9. References.



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NB. The appendices to this Heritage Significance Appraisal document (Part 1, Volume 1) are located in the accompanying SLHA Ltd document titled: **London Road Fire Station Heritage Statement: Part 1. Volume 2. Appendices.**

The **Heritage Impact Assessment** is included as **Part 2** of the Heritage Statement and is a standalone document.



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Heritage Statement. Part 1. Volume 2. Significance appraisal. Appendices.

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05.December.2019

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1. LIST DESCRIPTION

POLICE AND FIRE STATION

1. List Entry Summary

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: POLICE AND FIRE STATION

List entry Number: 1197918

2. Location

POLICE AND FIRE STATION, LONDON ROAD

The building may lie within the boundary of more than one authority.

District: Manchester

District Type: Metropolitan Authority

Parish:

National Park: Not applicable to this List entry.

Grade: II*

Date first listed: 03-Oct-1974

Date of most recent amendment: Not applicable to this List entry.

3. Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 388288

4. Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

5. List entry Description

6. Summary of Building

Legacy Record - This information may be included in the List Entry Details.

7. Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

8. History

Legacy Record - This information may be included in the List Entry Details.

9. Details

MANCHESTER

SJ8497SE LONDON ROAD 698-1/20/224 (West side) 03/10/74 Police and Fire Station

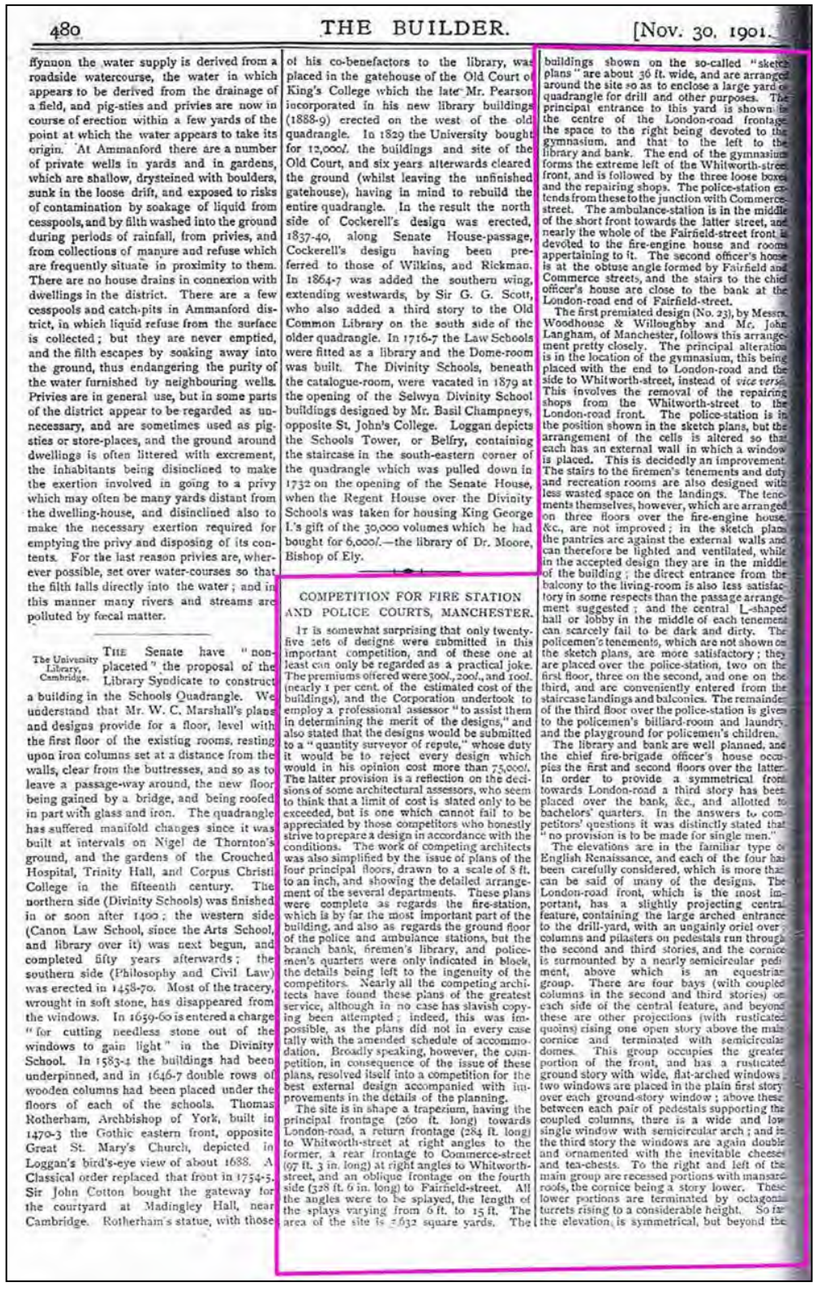
GV II*

Police and fire station. 1901-6, by Woodhouse, Willoughby and Langham. Red brick with liberal dressings of yellow terracotta, slate roofs. Very large irregular quadrilateral plan round a central courtyard, on triangular island site. Ebullient Edwardian Baroque style, with turrets, domes, corner tourelles, and tall south-east tower with domed belfry. Four and 3 storeys, with attics, 3:1:4:1:4:1:3 bays to London Road, symmetrical, with 4-storey 11-bay centre flanked by 3-storey 3-bay wings, banded terracotta ground floor, modillioned eaves cornice. The 4-storey main range has a giant round-headed central archway with banded surround and inner lintel lettered "FIRE AND POLICE STATION", large square windows at ground floor, coupled windows at 1st floor, a giant colonnaded screen to the 2nd and 3rd floors with coupled columns on pedestals, round-headed windows to 2nd floor and coupled windows to 3rd floor, plain frieze and moulded cornice, a balustraded parapet with central upstand lettered "ERECTED ANNO DOMINI MDCCCCV", and end turrets finished with Baroque cupolas which have life-sized terracotta statues seated at the corners. The 3-bay wings, in similar style, have (inter alia) central windows with elaborate architraves including balconies at 1st floor, a domed turret to the left and a corner tourelles to the right. The very long facades to Fairfield Street (left return) and Whitworth Street (right return) are in generally similar style (without the colonnade and cupolas), but including 4 open-pedimented bays (segmental in Whitworth Street) and with a series of round-headed arched fire-engine doorways to Fairfield Street; and the narrow west end is slightly simpler. The inner courtyard has (inter alia) iron balconies to 3 levels of the 3 main ranges (serving domestic accommodation), with standards in Art Nouveau style. An ambitious building with much good detail of the period, in unusually complete condition.

Listing NGR: SJ8466497798

2. PRESS COVERAGE 1901 - 1906

Extracts from: The Builder Magazine –30th November 1901.



480 THE BUILDER. [Nov. 30, 1901.

flynnon the water supply is derived from a roadside watercourse, the water in which appears to be derived from the drainage of a field, and pig-sties and privies are now in course of erection within a few yards of the point at which the water appears to take its origin. At Ammanford there are a number of private wells in yards and in gardens, which are shallow, drysteined with boulders, sunk in the loose drift, and exposed to risks of contamination by soakage of liquid from cesspools, and by filth washed into the ground during periods of rainfall, from privies, and from collections of manure and refuse which are frequently situate in proximity to them. There are no house drains in connexion with dwellings in the district. There are a few cesspools and catch-pits in Ammanford district, in which liquid refuse from the surface is collected; but they are never emptied, and the filth escapes by soaking away into the ground, thus endangering the purity of the water furnished by neighbouring wells. Privies are in general use, but in some parts of the district appear to be regarded as unnecessary, and are sometimes used as pig-sties or store-places, and the ground around dwellings is often littered with excrement, the inhabitants being disinclined to make the exertion involved in going to a privy which may often be many yards distant from the dwelling-house, and disinclined also to make the necessary exertion required for emptying the privy and disposing of its contents. For the last reason privies are, wherever possible, set over water-courses so that the filth falls directly into the water; and in this manner many rivers and streams are polluted by fecal matter.

The University Library, Cambridge.

THE Senate have "non-placeted" the proposal of the Library Syndicate to construct a building in the Schools Quadrangle. We understand that Mr. W. C. Marshall's plans and designs provide for a floor, level with the first floor of the existing rooms, resting upon iron columns set at a distance from the walls, clear from the buttresses, and so as to leave a passage-way around, the new floor being gained by a bridge, and being roofed in part with glass and iron. The quadrangle has suffered manifold changes since it was built at intervals on Nigel de Thornton's ground, and the gardens of the Crouched Hospital, Trinity Hall, and Corpus Christi College in the fifteenth century. The northern side (Divinity Schools) was finished in or soon after 1490; the western side (Canon Law School, since the Arts School, and library over it) was next begun, and completed fifty years afterwards; the southern side (Philosophy and Civil Law) was erected in 1458-70. Most of the tracery, wrought in soft stone, has disappeared from the windows. In 1659-60 is entered a charge "for cutting needless stone out of the windows to gain light" in the Divinity School. In 1583-4 the buildings had been underpinned, and in 1646-7 double rows of wooden columns had been placed under the floors of each of the schools. Thomas Rotherham, Archbishop of York, built in 1470-3 the Gothic eastern front, opposite Great St. Mary's Church, depicted in Loggan's bird's-eye view of about 1688. A Classical order replaced that front in 1754-5. Sir John Cotton bought the gateway for the courtyard at Madingley Hall, near Cambridge. Rotherham's statue, with those of his co-benefactors to the library, was placed in the gatehouse of the Old Court of King's College which the late Mr. Pearson incorporated in his new library buildings (1888-9) erected on the west of the old quadrangle. In 1829 the University bought for 12,000*l.* the buildings and site of the Old Court, and six years afterwards cleared the ground (whilst leaving the unfinished gatehouse), having in mind to rebuild the entire quadrangle. In the result the north side of Cockerell's design was erected, 1837-40, along Senate House-passage, Cockerell's design having been preferred to those of Wilkins, and Rickman. In 1864-7 was added the southern wing, extending westwards, by Sir G. G. Scott, who also added a third story to the Old Common Library on the south side of the older quadrangle. In 1716-7 the Law Schools were fitted as a library and the Dome-room was built. The Divinity Schools, beneath the catalogue-room, were vacated in 1879 at the opening of the Selwyn Divinity School buildings designed by Mr. Basil Champneys, opposite St. John's College. Loggan depicts the Schools Tower, or Belfry, containing the staircase in the south-eastern corner of the quadrangle which was pulled down in 1732 on the opening of the Senate House, when the Regent House over the Divinity Schools was taken for housing King George I.'s gift of the 30,000 volumes which he had bought for 6,000*l.*—the library of Dr. Moore, Bishop of Ely.

COMPETITION FOR FIRE STATION AND POLICE COURTS, MANCHESTER.

IT is somewhat surprising that only twenty-five sets of designs were submitted in this important competition, and of these one at least can only be regarded as a practical joke. The premiums offered were 300*l.*, 200*l.*, and 100*l.* (nearly 1 per cent. of the estimated cost of the buildings), and the Corporation undertook to employ a professional assessor "to assist them in determining the merit of the designs," and also stated that the designs would be submitted to a "quantity surveyor of repute," whose duty it would be to reject every design which would in his opinion cost more than 75,000*l.* The latter provision is a reflection on the decisions of some architectural assessors, who seem to think that a limit of cost is stated only to be exceeded, but is one which cannot fail to be appreciated by those competitors who honestly strive to prepare a design in accordance with the conditions. The work of competing architects was also simplified by the issue of plans of the four principal floors, drawn to a scale of 8 ft. to an inch, and showing the detailed arrangement of the several departments. These plans were complete as regards the fire-station, which is by far the most important part of the building, and also as regards the ground floor of the police and ambulance stations, but the branch bank, firemen's library, and policemen's quarters were only indicated in block, the details being left to the ingenuity of the competitors. Nearly all the competing architects have found these plans of the greatest service, although in no case has slavish copying been attempted; indeed, this was impossible, as the plans did not in every case tally with the amended schedule of accommodation. Broadly speaking, however, the competition, in consequence of the issue of these plans, resolved itself into a competition for the best external design accompanied with improvements in the details of the planning.

The site is in shape a trapezium, having the principal frontage (260 ft. long) towards London-road, a return frontage (284 ft. long) to Whitworth-street at right angles to the former, a rear frontage to Commerce-street (97 ft. 3 in. long) at right angles to Whitworth-street, and an oblique frontage on the fourth side (328 ft. 6 in. long) to Fairfield-street. All the angles were to be splayed, the length of the splays varying from 6 ft. to 15 ft. The area of the site is 2,632 square yards. The buildings shown on the so-called "sketch plans" are about 36 ft. wide, and are arranged around the site so as to enclose a large yard or quadrangle for drill and other purposes. The principal entrance to this yard is shown in the centre of the London-road frontage, the space to the right being devoted to the gymnasium, and that to the left to the library and bank. The end of the gymnasium forms the extreme left of the Whitworth-street front, and is followed by the three loose boxes and the repairing shops. The police-station extends from these to the junction with Commerce-street. The ambulance-station is in the middle of the short front towards the latter street, and nearly the whole of the Fairfield-street front is devoted to the fire-engine house and rooms appertaining to it. The second officer's house is at the obtuse angle formed by Fairfield and Commerce streets, and the stairs to the chief officer's house are close to the bank at the London-road end of Fairfield-street.

The first premiated design (No. 23), by Messrs. Woodhouse & Willoughby and Mr. John Langham, of Manchester, follows this arrangement pretty closely. The principal alteration is in the location of the gymnasium, this being placed with the end to London-road and the side to Whitworth-street, instead of *vice versâ*. This involves the removal of the repairing shops from the Whitworth-street to the London-road front. The police-station is in the position shown in the sketch plans, but the arrangement of the cells is altered so that each has an external wall in which a window is placed. This is decidedly an improvement. The stairs to the firemen's tenements and duty and recreation rooms are also designed with less wasted space on the landings. The tenements themselves, however, which are arranged on three floors over the fire-engine house, &c., are not improved; in the sketch plans the pantries are against the external walls and can therefore be lighted and ventilated, while in the accepted design they are in the middle of the building; the direct entrance from the balcony to the living-room is also less satisfactory in some respects than the passage arrangement suggested; and the central L-shaped hall or lobby in the middle of each tenement can scarcely fail to be dark and dirty. The policemen's tenements, which are not shown on the sketch plans, are more satisfactory; they are placed over the police-station, two on the first floor, three on the second, and one on the third, and are conveniently entered from the staircase landings and balconies. The remainder of the third floor over the police-station is given to the policemen's billiard-room and laundry, and the playground for policemen's children.

The library and bank are well planned, and the chief fire-brigade officer's house occupies the first and second floors over the latter. In order to provide a symmetrical front towards London-road a third story has been placed over the bank, &c., and allotted to bachelors' quarters. In the answers to competitors' questions it was distinctly stated that "no provision is to be made for single men."

The elevations are in the familiar type of English Renaissance, and each of the four has been carefully considered, which is more than can be said of many of the designs. The London-road front, which is the most important, has a slightly projecting central feature, containing the large arched entrance to the drill-yard, with an ungainly oriel over; columns and pilasters on pedestals run through the second and third stories, and the cornice is surmounted by a nearly semicircular pediment, above which is an equestrian group. There are four bays (with coupled columns in the second and third stories) on each side of the central feature, and beyond these are other projections (with rusticated quoins) rising one open story above the main cornice and terminated with semicircular domes. This group occupies the greater portion of the front, and has a rusticated ground story with wide, flat-arched windows; two windows are placed in the plain first story over each ground-story window; above these, between each pair of pedestals supporting the coupled columns, there is a wide and low single window with semicircular arch; and in the third story the windows are again double and ornamented with the inevitable cheeses and tea-chests. To the right and left of the main group are recessed portions with mansard roofs, the cornice being a story lower. These lower portions are terminated by octagonal turrets rising to a considerable height. So far the elevation is symmetrical, but beyond the



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left-hand turret a portion over part of the bank is carried up to the central level, and crowned with an octagonal metal-covered cupola. The main cornice, except where the mansard roofs occur, is surmounted by a balustrade. The design bears evidence of careful consideration, but the pedestals supporting the coupled columns might with advantage be omitted; the second-floor windows are not of pleasing proportion; and the two gables enclosing semi-circular lights (one in the centre of each curb roof) are quite out of character. The Whitworth-street frontage is more satisfactory. The grouping is quite different; at the middle and ends are portions with curb roofs, and between these are two higher and slightly projecting masses of six bays each, the end bays being brought forward and ornamented with columns and semicircular pediments. The ground story of the Fairfield-street frontage is very well designed, but the upper part is marred by the oval windows, nearly 8 ft. wide, and the projecting portions are over-windowed for satisfactory effect. The design as a whole is, however, well considered. Variety is given by the different massing of the four elevations, and the authors may be trusted to make improvements in detail during the preparation of the working drawings. Two bays are shown to a larger scale; the details are restrained and correct, but somewhat lacking in distinction.

The second premiated design (No. 25) is the work of Mr. George Watson, of Edinburgh, and, as regards the planning, follows the sketch plans still more closely than the accepted design. The prisoners' cells in the police-station are arranged (as in the sketch plans) in the middle of the building, with the corridors between them and the external walls, and are without direct light and air. The policemen's tenements are badly planned, being entered on two floors from narrow L-shaped corridors without windows; what these corridors will be like may be gathered from the fact that the long leg of each has a length of 90 ft., and the short leg 42 ft. Two of these tenements have the living-rooms and offices on the first floor, and the bedrooms on the second floor, the latter being approached by private flights of stairs.

On the first floor the doors of two tenements must be passed to reach the third. The elevations are simpler than those of the first premiated design. Some portions of the building are only three stories high, and the main cornice is carried round the whole building at the same level—that is to say, above the second-floor windows. This cornice has a plain frieze and no architrave. The detail is coarse, and there are some unhappy features, such as the heavy columns, 19 ft. high (rusticated in the lower parts), carried on corbels. The central feature of the London-road frontage is bald. The Whitworth-street frontage has for its central projecting feature an uninteresting mass of railing, with small windows to the stables on the ground floor, and slits to the hay and provender stores on the first and second floors; above is an attic story containing five wide arched windows and crowned with a pavilion roof and cupola. The apparent uniformity of height on either side of this attic story is deceptive, as the roof to the left is a flat roof, while that to the right is of ordinary pitch. The Fairfield-street front is more Dutch in character, and does not harmonise well with the London-road front.

The third premium has fallen to Messrs. Mangnall & Littlewoods, of Manchester. Their design (No. 19) follows the sketch-plans very closely. The tenements are slightly altered, the living-rooms being entered directly from the balconies, and the rooms being grouped round small dark lobbies in the middle, after the manner of the accepted design. A curious feature is that the first-floor tenements in Fairfield-street are *en suite*, the bedrooms and living-rooms of successive tenements having doorways between them; probably this is intended to show how a bedroom can be taken from one tenement and added to another, as circumstances may require. The planning has not been sufficiently considered in connexion with the elevations, with the result that the external grouping has a haphazard appearance, quite out of character with the Renaissance type of architecture adopted. This defect is most marked in the most important frontage, namely, that to London-road; the left-hand third of this front is a story lower than the remainder, and no attempt has been made to treat the whole as one dignified composition. The Whitworth-street front is more satisfactory, although the different treatment of the police-station, with the floors at a lower level than the rest of the building, may be objected to. The authors have been most successful with the Fairfield-street elevation; this has a four-storied portion occupying about three-fourths of the length, but not quite in the middle of the front; the end portions are a story lower. The central part has high-pitched gables at the middle and ends, the former being flanked by wide bays of small projection carried up an additional story and crowned with lofty octagonal roofs and cupolas. The upper portion of the hose-tower is picturesquely designed. Indeed, the detail generally is good, but the design is marred by unsatisfactory grouping.

After proceeding so far in his task, the first thought of the reviewer is that the remaining designs must be either commonplace or costly to have been passed over in favour of the three premiated designs, and this thought is in the main corroborated by inspection. Very few indeed of the twenty-two rejected designs are of striking architectural merit, and these have probably been rejected on account of the cost, as estimated by the quantity-surveyor, being in excess of the limit imposed. Design No. 1 is decidedly original both in plan and elevation. The gymnasium is placed in the middle of the London-road front, with the library and bank to the right, and the electrician's room and offices to the left. The engine and ambulance houses open into Fairfield-street, and the yard entrance is in the middle of the Whitworth-street front with the hose tower by the side of it. The chief officer's house is much too large, the drawing and dining rooms are 29 ft. by 20 ft., with bay windows in addition, and seven bedrooms, two bathrooms, three water-closets, sitting-room, boxroom, kitchen, &c., are also provided. Thirty-five complete tenements are provided for the firemen, and seven for the police, in addition to officers' quarters. The instructions asked for accommodation for thirty-five firemen and six policemen, and certainly seemed to indicate that complete tenements must be provided for all; the accepted design contains only twenty complete tenements for firemen. The elevations of design No. 1 are well conceived and admirably drawn. The three principal elevations are symmetrical with the exception of a tower at the left-hand corner of the London-road front, and show a dignified treatment, rusticated masonry being largely used and well-designed, carving being introduced in broad masses. This is a good design, but the author cubes it out to 1,717,303 ft., an amount considerably in excess of the first premiated design. The price allowed for the latter is 1*s.* a cubic ft., and for the former, 10½*d.*

No. 3 is an attractive set of drawings, but the engines are placed in Whitworth-street, and the drill engine-room is separated from the gymnasium. The author has thoroughly grasped the problem of the elevations, and has obtained a symmetrical and dignified front to London-road; a concave recess is planned, in the middle in which the archway (two stories high) leading to the yard is placed. The ground story is rusticated with segmental arches to the windows; massive columns run through the next two stories, and the main cornice is surmounted throughout the greater part by a mansard roof. The central tower is, however, weak, and the order adopted is not well proportioned. The fronts to Fairfield-street and Whitworth-street are more thoroughly Georgian in character, and of considerable interest.

The elevations of No. 8 are very elaborate and costly, but without freshness, and somewhat feebly drawn.

No. 10 shows a knowledge of Mr. Aston Webb's design for the Birmingham Law Courts, but "the little more and how much it is, and the little less and what worlds away."

The Fairfield-street elevation of No. 11 is the most successful of the four; the treatment is simple and generally refined.

Design No. 12 can only be regarded as a joke, and we trust that the Corporation will show their sense of its unfitness by withholding the two guineas which the author paid for the conditions of the competition.

The acute angle between London-road and Fairfield-street is cleverly planned in No. 14, but the elevations are rather heavy and costly.

No. 16 is shown in a set of wash drawings, which as far as draughtsmanship is concerned are decidedly the best submitted; no attempt has been made at symmetry, but the design is interesting throughout. The chimneys brought to the front of the buildings are, however, a mistake; they are diamond-shaped in plan, measuring about 7 ft. by 5 ft., and rising 24 ft. above the main cornice and about 19 ft. above the top of the parapet. The design is effective but costly. The cubical contents are about 2,500,000 ft.

No. 18 has the gymnasium in the middle of the London-road front, and the yard entrance in Whitworth-street. The tenements are ingeniously altered from the sketch plans, but the bathrooms entered from the balconies would not be appreciated. The elevations are of a pleasing character, and neatly drawn.

It cannot be said that the designs as a whole reach a high level. A commendable feature is that the authors' reports are appended to the drawings, but the authors' names are not given.

CONTINENTAL OPINION AND PRACTICE IN REGARD TO CEMENT TESTING.

THE third Congress of the International Association for Testing Materials was held in the Hall of the Royal University of Technical Sciences at Budapest, from September 9 to September 14. At this Congress a number of papers by representatives from different countries were read in regard to cement and cement testing. The following *resumé* of the contents of some of these has been forwarded to us from Budapest, and may be of interest as showing the state of opinion and practice on the Continent:—

In Germany especially the increase in the manufacture of cement has been enormous, and from the latest statistics it is to be feared that foreign cements, chiefly of German and Belgian origin, are supplanting the products of English manufacturers, even in England. During the first nine months of this year the imports of cement into Great Britain amounted to 156,760 tons against 70,439 tons for the corresponding period of 1900. The import of foreign cement into London has increased during the nine months by 244 per cent., although the neighbourhood of London abounds in the necessary raw materials. This seems to indicate that the English cement industry is not in a state of progress, and that English manufacturers must seek cheaper methods of production and possibly, at the same time, endeavour to produce better material.

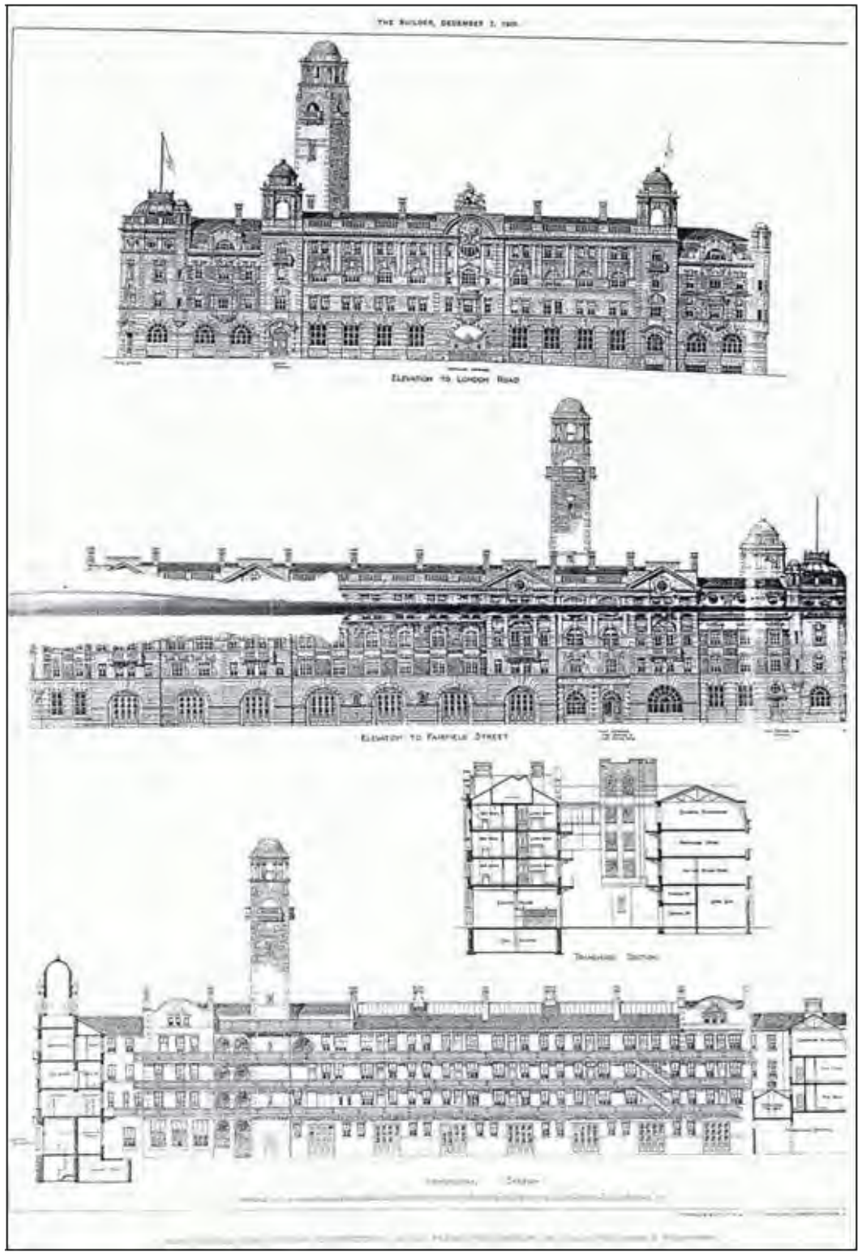
The only paper presented in English, and the one which deserves the first consideration, as it directly affects a large number of English manufacturers, was one on "The Constancy of Volume of Cements," by Mr. Bertram Blount, of London, Cement Chemist and Expert to the English Admiralty and to several Colonial Governments. The author described a form of hot test for Portland cement which in its qualitative form has been long applied to cement to be used in the construction of harbours and other public works. It is proposed to adopt the test in its quantitative form as follows:—A bar of neat cement is exposed to the influence of water at 45 deg. C., and the expansion observed by means of the Bauschinger apparatus. A good cement should remain absolutely free from cracks and expand not more than 2 per cent., attaining constancy of volume in seven days. Experiments with sixty-eight specimens of cement, produced by five leading English manufacturers, gave satisfactory results in twenty-nine cases.

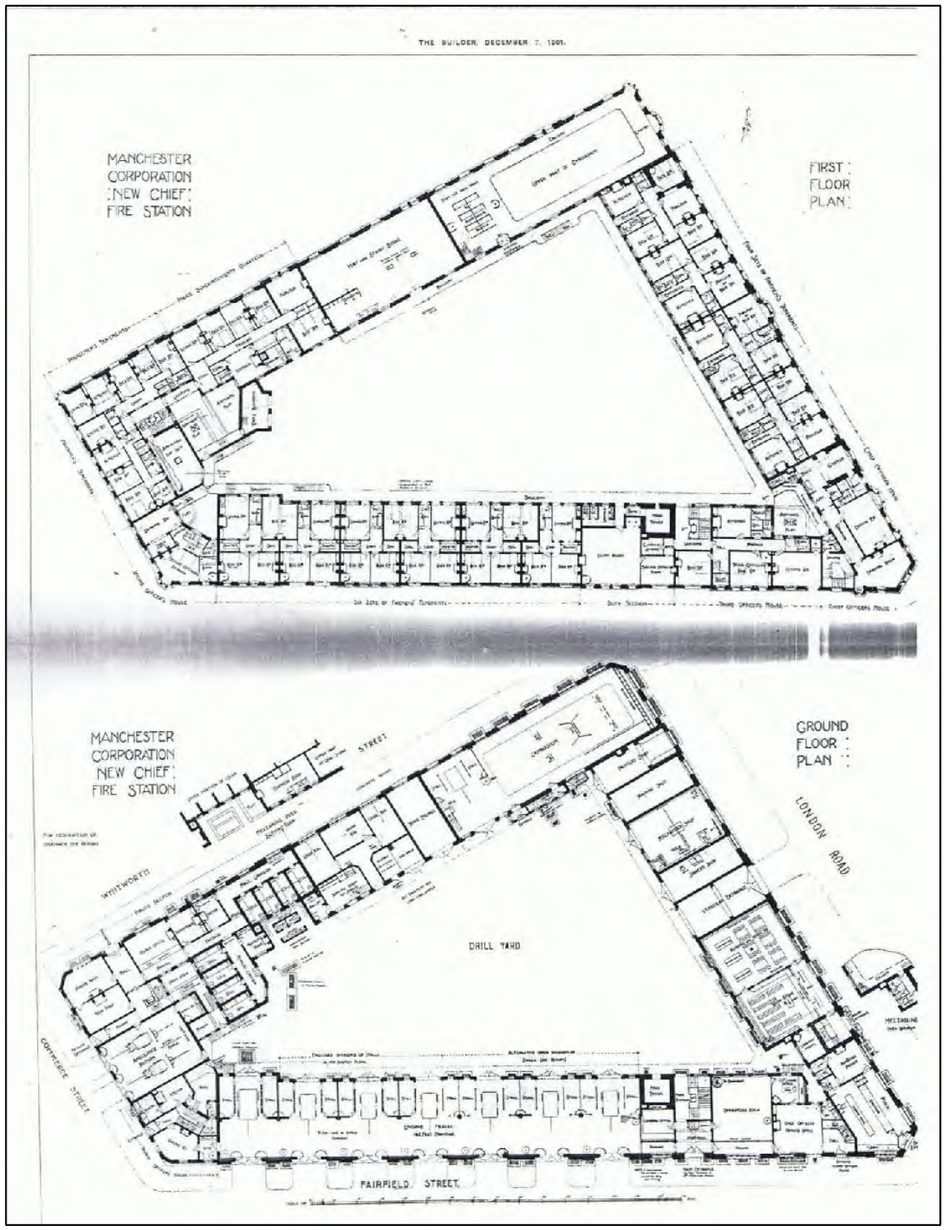
Commenting upon this paper, Professor Tetmajer, of Zurich, President of the International Association, and the best known authority on the Continent, observed that a hot test for cement was already adopted by the Swiss Federal Government, and of 127 specimens tested in his laboratory, which had fulfilled the requirements of the usual mechanical tests, only three failed under the hot test.

Mr. Blount's paper was eventually referred to a sub-committee of the International Association.

It should be mentioned that the opinions expressed in the papers read by experts of different nationalities indicate that a form of hot-water test will be included in the specifications for Portland cement to be discussed at the next Congress, especially in the case of cement required in the construction of harbours and in other heavy work.

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THE BUILDER, DECEMBER 7, 1901.
ELEVATION TO LONDON ROAD
ELEVATION TO FAIRFIELD STREET


THE BUILDER, DECEMBER 7, 1901.
MANCHESTER CORPORATION NEW CHIEF FIRE STATION
FIRST FLOOR PLAN
MANCHESTER CORPORATION NEW CHIEF FIRE STATION
GROUND FLOOR PLAN
LONDON ROAD
DRILL YARD
FAIRFIELD STREET

3. MUNICIPAL ENGINEER'S SPECIFICATION. NO.1 1905

Prescriptive requirements for design of fire stations, including details on washrooms, laundry and engine house and other spaces.

Fire-Brigade Station.—(*a.*) Direct communication with good street, absence of impedimenta in business portions of buildings, good lighting.

(*b.*) Engine-house, stalls for harnessed horses, extra stables; hose-hoist, "escape" storage-space, wagon-sheds; offices; drill-yard, mess-room, recreation-room; look-out tower; stores; boiler-house; workshops; lavatories, &c.; drying-closets, wash-house; residential quarters.

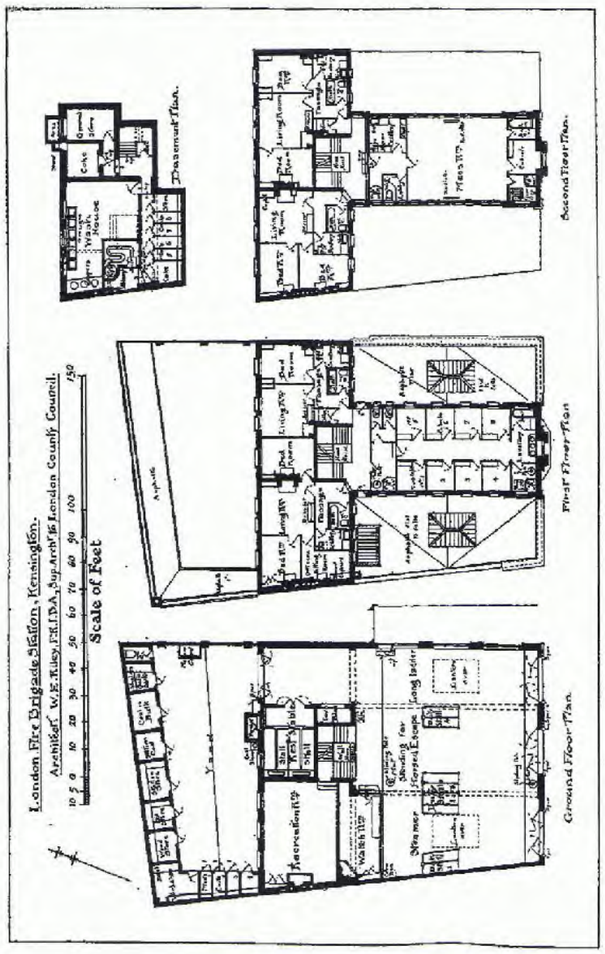
The single men in a station are provided with a mess-room and dormitory. The married men have individually a kitchen, scullery, bedroom, and W.C. (this accommodation is inadequate; two bedrooms should be the minimum provision, and a bath-room should be considered indispensable; on the other hand, kitchen and scullery might advantageously be combined, and by this means a living-room would be provided where cooking would not take place). An engineer-in-charge has one additional room, and a superintendent-in-charge has a further additional room, a bath-room, and an office.

An engine-house 27 ft. wide by 34 ft. deep will accommodate two fire-engines side by side and leave sufficient room as gangway. The stables are placed immediately behind the engine-house and in direct communication. The system in the metropolis, by which a horsed escape precedes the engine in response to a call, requires the engine-house to be 40 ft. long; and by increasing the width to 28 ft. 3 in., the positions of the escape and engine are interchangeable. The lower stages of the look-out tower may conveniently have the staircase-well utilised as a hose-hoist for drying the hose.

A watch-tower is no longer a necessity where there is street telephonic communication with the station; but a hose-tower or hoist is desirable.

A plan is given on Plate XXIX. of one of the metropolitan stations by Mr W. E. Riley, Superintending Architect to the London County Council.

Plate XXIX.



M.E.S.—No. 1. Div. 1. Sec. II.—MUNICIPAL

1. The sides of the bath-room are fitted with dressing-boxes, which may be removable or not as the use demands. In some baths small foot-baths are provided at each dressing-box, and it is expected that each bather will wash himself before entering the swim. Usually in the second-class bath is erected a gallery for the spectators who may be present at fêtes.

2. Also about 24 to 30 private baths are provided, two-thirds being used as second-class and the remainder as first-class. The size of the bath-room is about 6 ft. 6 in. square, fitted with a glazed earthenware bath, a seat, looking-glass, hat and coat hooks, etc. The bath and partitions are usually about 2 in. from the floor to enable the floors to be washed with a hose when necessary. The partitions are made of white-enamelled slate slabs. The hot and cold water valves are outside in the passage, and turned on by the attendant, who has a small room within call.

3. There may also be provided Turkish baths, vapour baths, Russian baths, etc.

4. There should be a laundry, in which will be machine-driven washer, wringer, ironer and mangle, and a hot-air drying chamber.

5. The heating arrangements are of first importance. Each and every pipe should be placed in passages or channels, where they may be easily examined, and any defect quickly remedied.

6. The bars of the glazing of the roofs should be iron or steel and lead covered, as the damp atmosphere has a deleterious effect on either wood or iron or steel bars.

7. The washhouses are of a simple character. Each person washes her clothes in one of a row of oblong, porcelain basins (each being partitioned from its neighbour by a slate slab) about 3 ft. 6 in. long, 18 in. wide, and 15 in. deep, into which, at will, either steam or hot or cold water may be turned. Soap must be provided by the customer. The clothes, after being washed, are placed in a machine-driven wringer and placed in a hot-air drying chamber, a separate horse being allocated to each washer. A room is also provided for mangling and ironing.

8. The charge is at the rate of 1½*d.* per hour for the first 4 hours, 3*d.* per hour afterwards. It is found that in or about four hours a woman is able to do the whole of her washing, mangling, and ironing. Lockers are also provided for the hat, coat, etc., of the customer.

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HYDRANTS, for fixing on ground mains. 2 2½ ins.
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Ditto, complete in cast iron box, with key .. 50/- 60/-
No. 101 c. IMPROVED FROST HYDRANT, with plug-box complete 60/- 70/-
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No. 101 h. GOVERNMENT PATTERN DOUBLE GUN METAL HYDRANT .. .. £7 7s.
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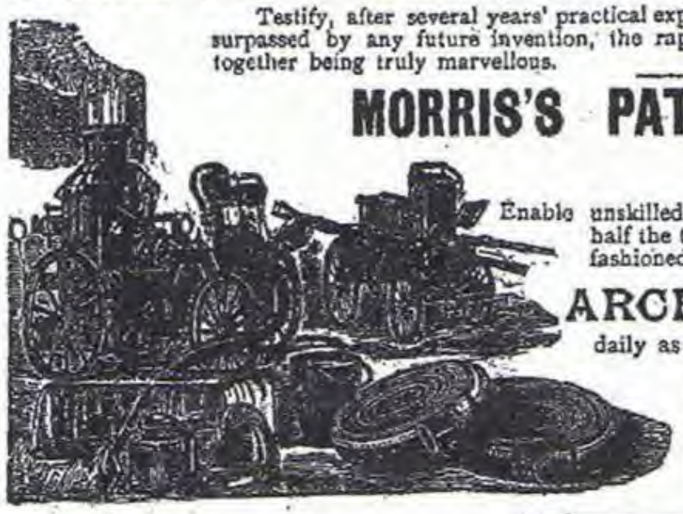
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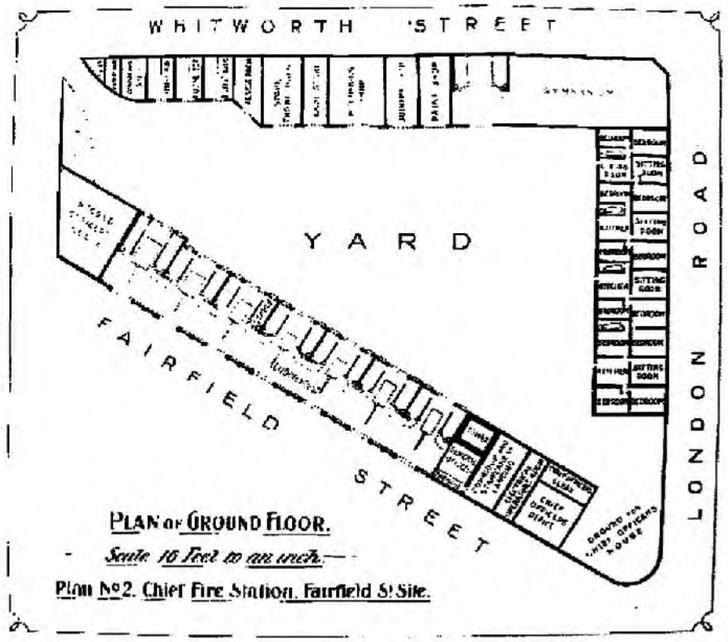
Complete Installations for Fire Brigades and Buildings,

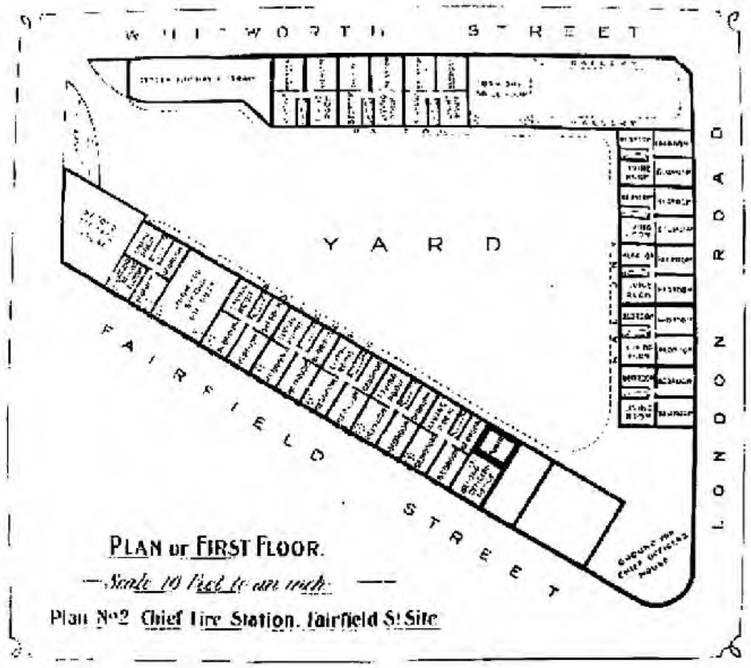
FIRE BRIGADE EQUIPMENTS & LIFE SAVING APPARATUS.

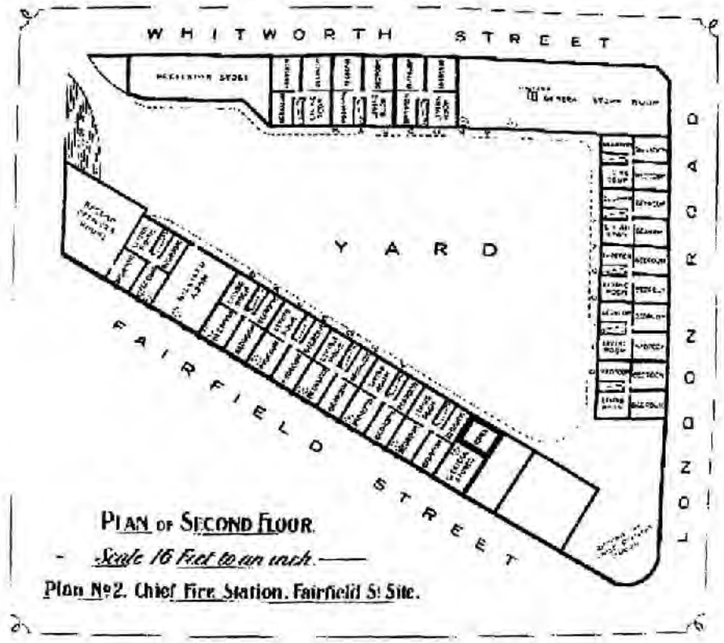
REGENT WORKS, CROSS LANE, MANCHESTER.

4. HISTORIC PLANS

4.1 Chief Parker's Brief for Manchester Fire Station - 1901







Chief Parker's ideas for the fire station

MI / 9 / 1-3 Chief Officers Committee Report Book No. 1, Manchester Local Studies and Archives

To the Chairman and Members of the Fire Brigade Sub-committee:

Gentlemen, - Acting on the instructions of your Committee of the 10th ultimo, I beg to report that on my taking over the command of your Fire Department in June, 1899, your Chairman (Mr. Councillor Greenhow) informed me that it was the intention of your Committee to erect a new Fire Brigade Headquarters on a site known as the Newton Street or Stevenson Square site; and he also requested me to examine the plan of the same. After giving the question my careful consideration, I felt it my duty to report to him that the dimensions of the site were not such as would enable your Committee to erect a headquarters for your Fire Department compatible with the demands of a large manufacturing city like Manchester.

In support of this, I respectfully beg to state that I am informed your Committee have given long and careful consideration to the question of the insufficiency of accommodation at your present headquarters, and have decided that to meet such requirements it will be necessary to construct a new headquarters on modern principles.

The present headquarters are not such that the facilities of quick despatch can be secured.

There are not sufficient number of quarters for married men, and such are wanting in accommodation.

There are no workshops, which is a very essential point. There is not a suite of rooms that may be used as offices for the clerical work of the department; also there is no electrical operator's room.

In fact at your present headquarters the business and recreation room is combined, which I feel sure your Committee will admit cannot add to the efficiency of the duties entrusted to your department's care. There is sufficient yard space for the manipulation and handling of fire escapes, and the exercising and training of horses.

The ground covered by your present headquarters amounts to 1,837 square yards, and the proposed site at Newton Street to 1,930 square yards, practically only 93 square yards larger than the ground your present headquarters stand on, which your Committee have condemned.

I respectfully beg to bring under the notice of your Committee that the District Station at New Street stands on 2,005 square yards, which is practically 75 square yards more than the Newton Street site.

Your District Station at Ash Street, Harpurhey, stands on 1,664.5 square yards, which is only 265.5 square yards less than the Newton Street site.

The headquarters of a Fire Department in an important City like Manchester ought to have all the necessities for the administrating, training, and proper working of a permanent Fire Department, also accommodation for a strong staff, ample quarters for married men, and sufficient room for all the horses and fire engines necessary at such headquarters.

I therefore respectfully beg to state that such headquarters cannot be erected on a site less than from 5,000 to 6,000 square yards.

Before submitting details of what I consider to be the ordinary requirements connected with a modern Fire Brigade Headquarters, I wish to respectfully bring under your Committee's notice a point which I feel sure, when once brought forward, will receive your kind and careful consideration, viz, the housing of your staff.

At present time, all of your stations are erected in bye streets, in which the men and their families are called upon to live, practically enclosed from the outer world, there being in most cases little or no outlook from their dwellings, and thus many of the staff feel the very monotonous life they and their families are called upon to endure whilst in the service.

Firemen are a staff of working men who follow not an ordinary occupation, but are continuously tied to duty day and night, ready to obey any call or order of their officers, and the dismalness of their surroundings causes many a good man to leave the service; whereas if the stations were erected on main thoroughfares it would tend to brighten the spare moments of the men and their families.

The erection of firemen's dwellings in a narrow street like Friday Street and Little Lever Street, which would be the case if your Committee adopted the Newton Street site, would not be in accordance with modern principles.

Therefore I feel it my duty to state definitely and respectfully that it is my opinion a proper Fire Brigade Headquarters cannot be erected on the Newton Street site.

I now submit what is, in my opinion, necessary for a properly equipped modern Fire Brigade Headquarters suitable for the City of Manchester.

Such an institution should have accommodation for a proper administrative block, consisting of a general office, a private office for the second officer, a storeroom for the clerical department, a main entrance corridor from which the staircases to the verandas leading to the married men's quarters should rise, an electrical operator's room, in which provision should be made for all the electrical apparatus connected with telephones, fire alarm signals, ringing out alarms, transmitted alarms, and electrical light, which may be supplied by the Corporation to three main circuits, termed the "ordinary", the "all night" and the "emergency" and these terms explain their purpose.

The "emergency" being switched on when there is a call of fire, it illuminates the fire engine-house, the men's bedrooms, and any passages the men may have to pass through.

The 'ordinary" lights supplying the dwellings for domestic purposes should be governed by individual switches in the operator's room, so that in time of sickness light may be supplied to any single house without interfering with the regulations.

Beneath this room should be a basement of the same dimension for the stowage of electric batteries, accumulators, etc.; a private office for the chief officer; an office for the chief officer's clerk; a modern engine-house containing six bays, having accommodation for two large steamers and two horses; one small steamer and two horses; one officers' drag and two horses; one large implement van and two horses; one combined hose carriage and x m- escape, to reach 85 feet, and two horses; and one bay, 36 feet deep, for the accommodation of one combined hose carriage and escape to reach 100 feet, and two horses.

Suspending quick hitching harnesses to be attached to all machines. Six of the engine-house doors to be 10 feet wide and 12 feet high, the remaining door to be 10 feet 6 inches wide and 12 feet 2 inches high, both back and front; the doors to be framed in four leaves, with glass panels] arranged on a patent automatic principle, so that upon pulling a cord they fly open and fold upon themselves.

The floor to be laid in Dutch clinkers.
The walls to be of enamel brick.
The ceiling to be of pitch-pine sheeting.
Carried along the ceiling tow feet in front of the stables will be a gas main, from which a gas jet is hung at each side of each engine for igniting the lamps. The flames are mere specks until taken in hand, when they enlarge; when released, they rise above the men's heads and resume in small light.

Heating to be by means of hot-water circulation, carried under the floor in front part of engine-house, with small gratings between the piers.

Stabling to consist of 14 loose boxes, one on each side of the engine in engine-house, 6 feet by 15 feet. The stable doors also fly open and the horses become unattached, and, when trained, immediately trot to their respective places in front of the machine, where the harness is suspended and drops upon them, and in the frames are fitted galvanised rollers 3 feet 6 inches long, so that the horse running out cannot be injured.
The floors to the of Dutch clinkers.

The walls to be of enamel brick, carried to height of 9 feet, with iron frame and glass panel above.

The inside walls to have pine sheeting carried right round the stable 9 feet high, covered with sheets of iron in the front, and carried back 2 feet 6 inches.

The mangers must be made of iron, with a roller across the centre; they must also be portable, therefore permanent brackets must be built into the walls, so that the mangers may be removed every time after feeding, and be thoroughly cleaned.

No hay racks will be required.

The stables will be ventilated by means of a bell-mouthed receiver built flush with the ceiling, connected with a galvanized tube running into a permanent outlet shaft carried up to the top of the building. In the tube close to the bell-mouth, two sets of flap ventilators will be required to prevent a down-draught. The air inlet will be obtained from a square galvanized tube, carried up from the outside of the stables, in the corners, with a swing shutter for opening and closing same. Each shaft should be carried to a height which will prevent a draught blowing on the horses.

The drains should run down the centre of each stall into a trap in the yard, which should be made of cast iron with a grated top, connected at the head of a timed automatic flush.
The window at the back of the stable should be iron-framed.

The hose tower to be situated behind the general office, and rises 94 feet high, to enable 50-yard lengths of hose to be hung up without a kink; 2.5-inch scantlings, rounded at the top side, to be fixed across the tower 6 inches apart, and 2 feet from the ceiling. A 2-foot platform to be erected and fixed transversely with the scantlings, about 6 feet below them; four windows to be placed on a level with the platform. The heating apparatus to be from a hot-water circulation, and worked from the basement.

The chief officer's house at one end and the second officer's at the other end of the main frontage.
Above the engine-house, accommodation should be found for 11 married men's quarters, each consisting of a living-room, three bedrooms, and a bathroom.

Single men's quarters; Lounge and reading room combined for the sections on duty, with billiard room above; entrance to engine-house from same and dwellings by means of a 2.5 inch polished shafting secured to a socket in the engine-house floor, and enclosed in a 4 feet well protected by a stud wall, with doors leading into same from bedrooms, such doors to be secured by electric power.

Further accommodation should be found for five engineers, consisting of a kitchen, sitting room, three bedrooms, and a bathroom; and for at least **15** to **20** additional married men's quarters, consisting of a living room, three bedrooms, and a bathroom.

There should be modern laundries for the firemen its dwellings, and one for the officers, such to be isolated from each other.

A complete set of coal vaults are necessary, so that each individual will be the controller of his own coals.

The houses to be constructed in such a manner as would enable a room to be taken from one house and added to another, to meet cases of men with large families.

A gymnasium, **100** feet by **33** feet by **26** feet **6** inches, with a **5** foot gallery carried partly round **16** feet above the ground floor, should be provided and fitted with bridge ladder, scaling ladder, vaulting horse, parallel and horizontal ban, dumb-bells, bar-bells, climbing ropes, piano, &c., so that the men may receive a proper and regular course of physical training, and in which they may receive their general instruction in the handling of the various appliance connected with the department.
Erected inside the gymnasium should be two one-stall stables, with accommodation between them for one engine, carried out on the same principle as those in the engine-house, with folding doors leading into the yard, and false floor above fitted with six permanent bunks, and apparatus needful for the proper training of horses and men in turnout drill.

At such times as the gymnasium would not be required for the department's work, it may be used as an entertainment room for the families, or in cold and wet weather as a playroom for the children.

A set of workshops, consisting of a painter's shop, **14** feet by **33** feet, for the painting of escapes, carriages, &c.; a joiners' shop of the same dimensions; and a mechanics' shop, **25** feet by **33** feet, fitted up with one circular saw, one lathe, one drilling machine, one shaping machine, one smith's hearth, to be driven by electric power in the mechanics' workshop; a pit to be sunk, **4** feet by **6** feet and **5** feet deep, for the purpose of enabling the inner shells of the boilers of the stream fire-engines to be removed when under repair.

A storeroom, **10** feet by **33** feet, will be required for the storage of coal in bags, for the use of the steam fire engines on active service; also the van to convey them in the scene of operations.

A spare engine-house, **17** feet by **33** feet, for engines not on active service.

A harness-room, **12** feet by **20** feet; three loose boxed for sick horses, each **12** feet by **20** feet inside measurement, with portable fittings, to enable them to be converted into two-stall stables.

Stores are also required for the general accoutrements, appliances not in service, cleaning gear, etc., say a room **100** feet by **33** feet; storeroom for hay and straw, **73** feet by **23** feet; and one for provender, of the same dimensions as that for hay and straw, is necessary.

I suggest that the provender stores should be covered with a flat roof, to form the open-air playground for the children, thus to keep them away from the working parts of the station.

A drill balcony, representing the two bays of a warehouse, **65** feet high, should be constructed, to give facilities for the men to be properly instructed in the handling of large fire-escapes.

A yard enclosed by the buildings is necessary, say, **150** feet by **75** feet, for testing hose, steam fire engines, and to enable the men to be instructed in the working and manipulation of the escapes.

I am sure you will agree with me that the men when being instructed should be protected from the gaze and criticism of idlers, who would collect if such instructions were given to them in public thoroughfare.
In the yard there should be two pits or tanks, sunk 3 feet deep, 2 feet wide, and 6 feet long, end to end, and placed 3 feet apart, with an 8 inch connection between them, one pit to be connected to the main with a controlling valve, and the other to have a fall of 6 inches towards the sewers with an outlet valve, such tanks to be used for testing steam fire-engines.

In considering this important question, the fact has been brought under my notice that your Committee have had under consideration a site other than that known as the Newton Street site, viz, a plot of ground surrounded by Fairfield Street, London Road, Whitworth Street, and Commerce Street, consisting of about 5,632 square yards.

I am aware that, acting on the advice of your then Chief Officer, you gave preference to the Newton Street site, and have taken steps with a view of securing the same; but having regard to the growing extent and importance of the City, I feel strongly of opinion that a site should be secured which will be fully adequate to the purposes of the department, and this requirement would, in my opinion, be fully met by the plot of ground in Fairfield Street above referred to.

The Fairfield Street site, although not a square one, would give your Committee the accommodation required; indeed it is my opinion that a more suitable site could not be procured, as it has immediate access into what I may term the leading arteries of the City.

By taking the route along Chorlton Street to Portland Street you command all that valuable property running down to Albert Square.

From Whitworth Street, by means of the new thoroughfare running into Knott Mill, there is a straight run to City Road, Travis Street to Pollard Street for Ashton New Road.

By way of Commerce Street and Minshull Street there is a good route from FairField Street to Newton Street for Oldham Road, Rochdale Road, Piccadilly, and Market Street.

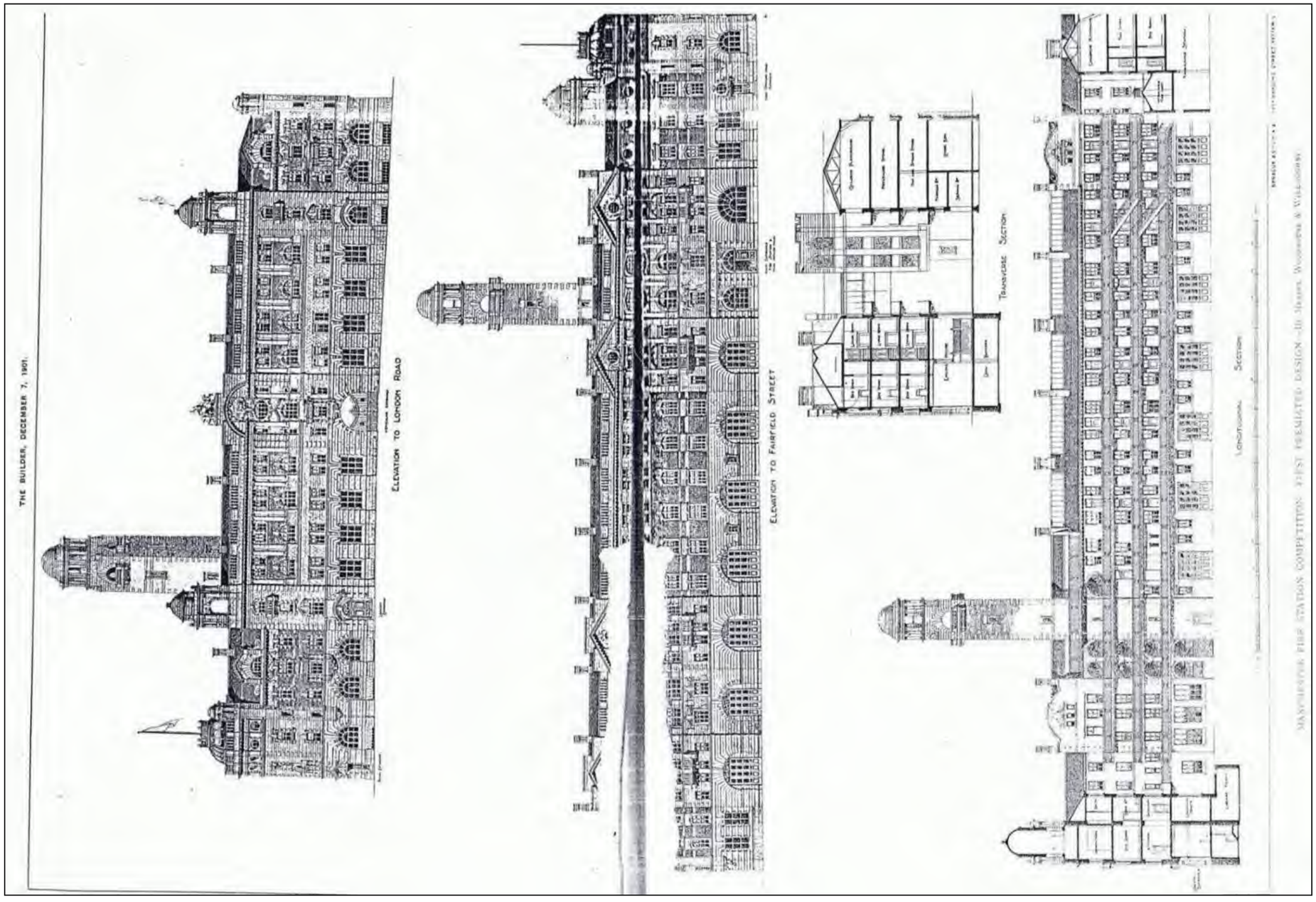
Appended to the report I respectfully submit a rough plan, showing how the Fairfield Street site may be utilised.

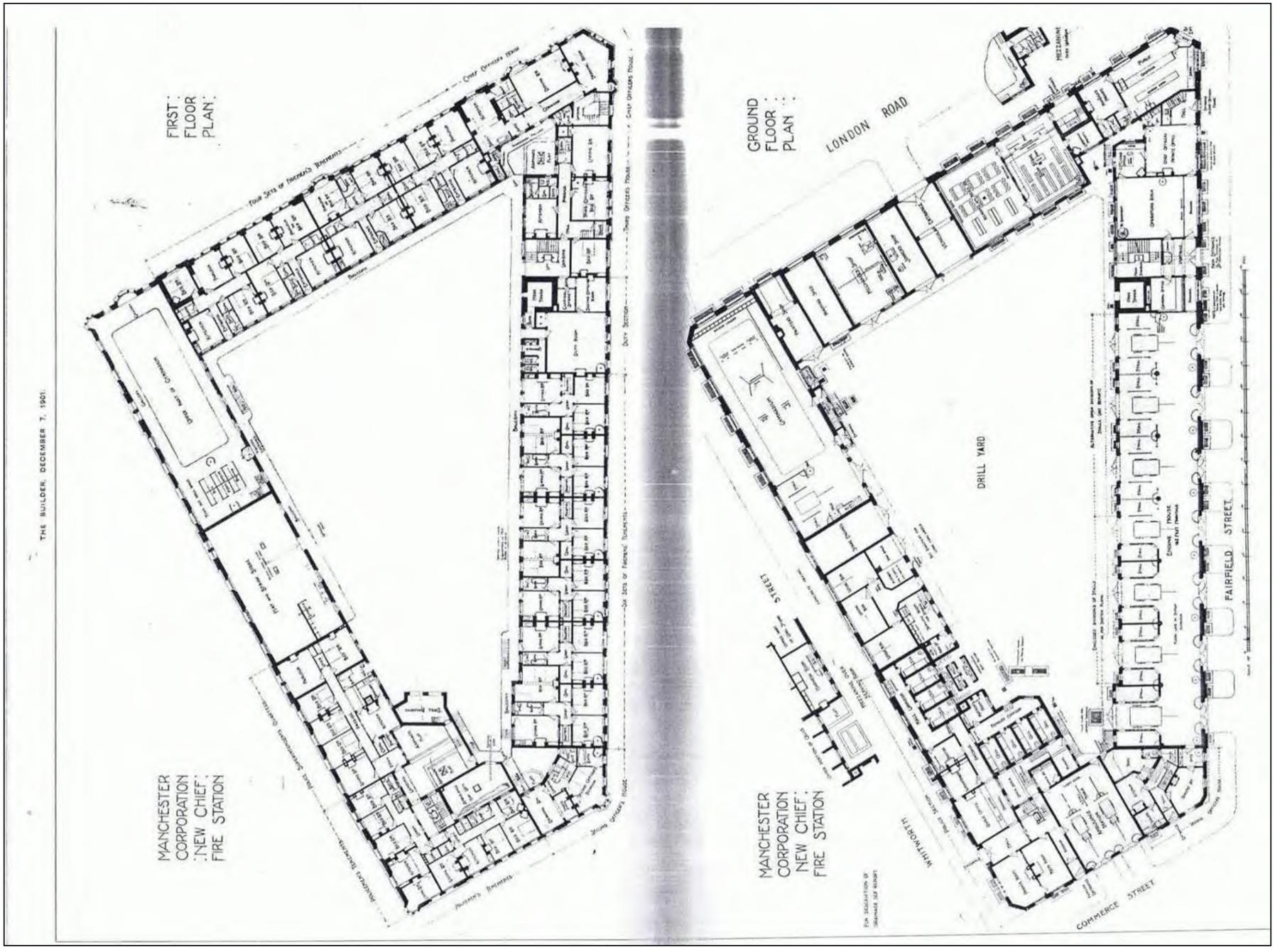
I am, Gentlemen,

Your obedient Servant,

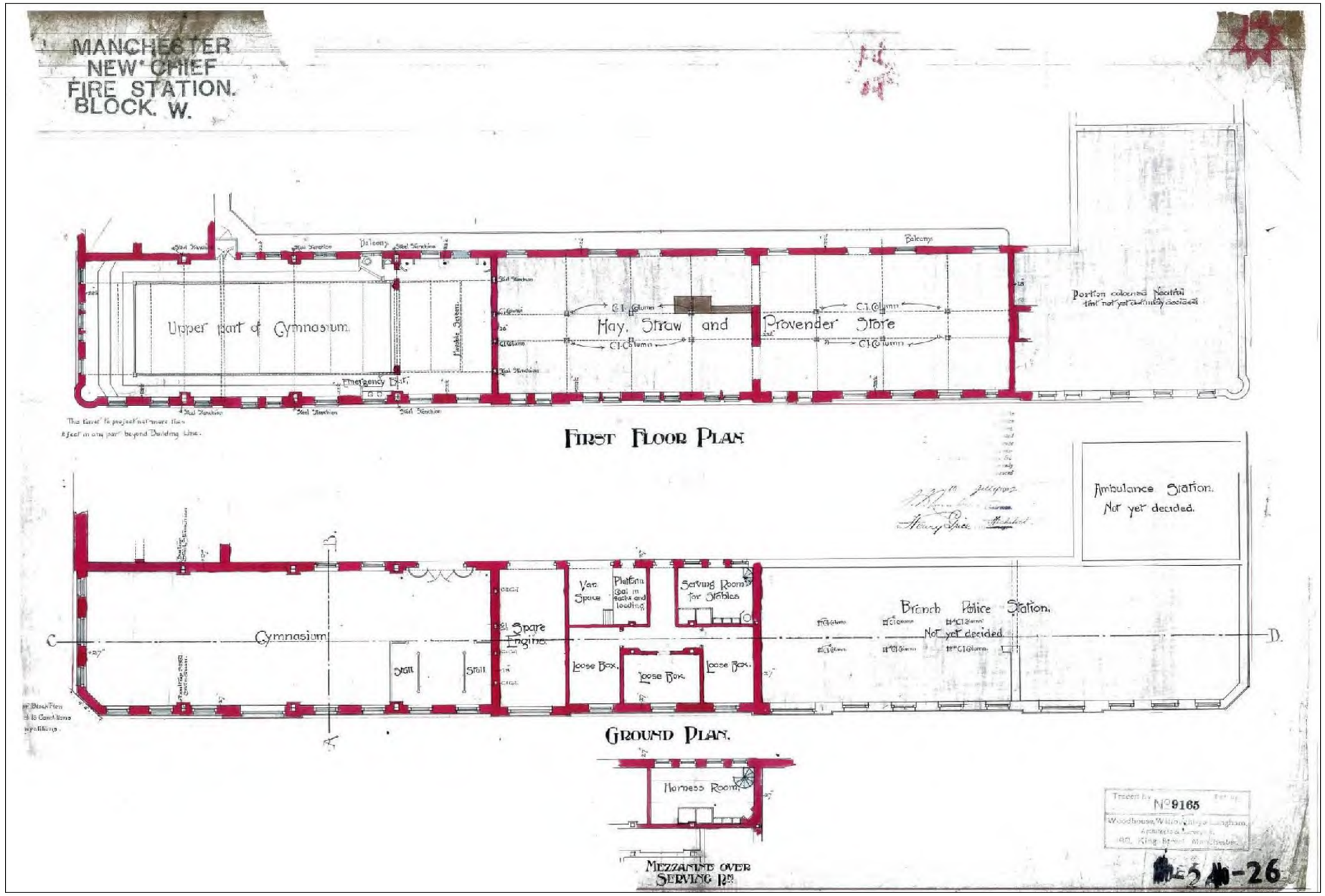
Chief Officer.

4.2 Woodhouse, Willoughby and Langham's Competition Drawings - 1901

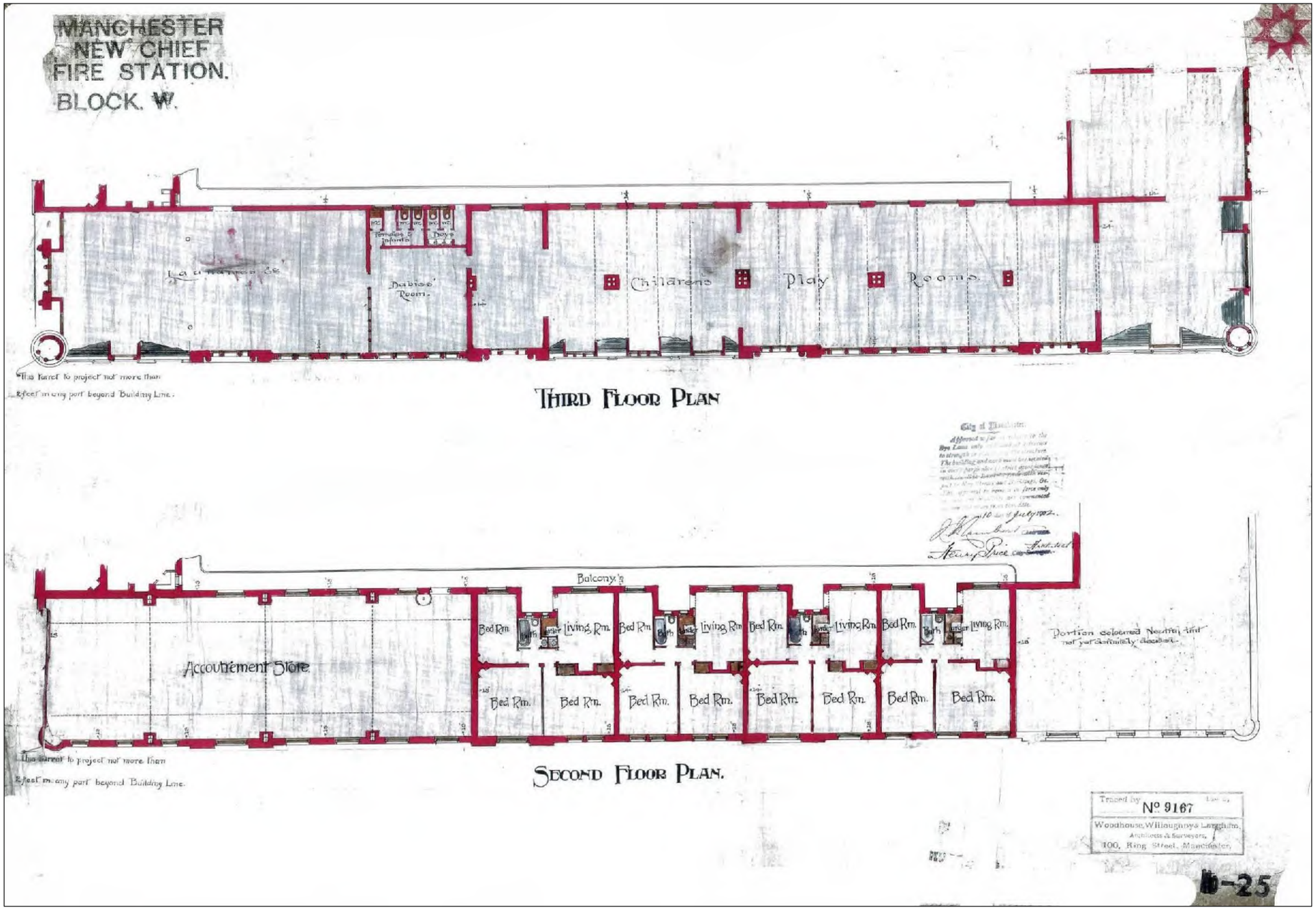



FIRST FLOOR PLAN.
GROUND FLOOR PLAN.
LONDON ROAD
MANCHESTER CORPORATION NEW CHIEF'S FIRE STATION
MANCHESTER CORPORATION NEW CHIEF'S FIRE STATION
DRILL YARD
FAIRFIELD STREET.
COMMERCE STREET
WHITWORTH STREET
THE BUILDER, DECEMBER 7, 1901.

Extract from: The Builder – December 7th 1901. The Woodhouse, Willoughby and Langham Plans.



Application Drawings 1902 July, Manchester New Chief Fire Station, Block W, ground floor and first floor plan. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.



Application Drawings. 1902 July, Manchester New Chief Fire Station, Block W, second and third floor plan. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.

MANCHESTER
NEW CHIEF
FIRE STATION.
BLOCK. W.

Note. All R.W.P.s to Street Fronts to be kept within Building line for a height of at least 12 feet above footpath. No Cornices or strings nor any part of the front Building in Minshull St. to project more than 1 per yard in St. Street width beyond Building line & then only at a height of 9 feet above footpath. Street level. In respect to Ashlar in St. Londons St to exceed 2 feet beyond Building line & then only at a height of 9 feet or more above footpaths. Projections for a height of 9 feet not to exceed 18 inches beyond Building line.

Elevation to London Road

Section A.B.

Part Elevation to Minshull St.

Portion coloured Neutral tint not yet definitely decided.

Section C.D.

Portion coloured Neutral tint not yet definitely decided.

Traced by No 9171
Woodhouse, Willoughby & Langham
Architects & Surveyors.

No-29

Application Drawings. 1902 July, Manchester New Chief Fire Station, Block W, Section A-B, Section C-D and Elevations to London Road and Minshull St. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.

MANCHESTER
NEW CHIEF
FIRE STATION.
BLOCK W.

Portion coloured Neutral Tint not yet definitely decided –

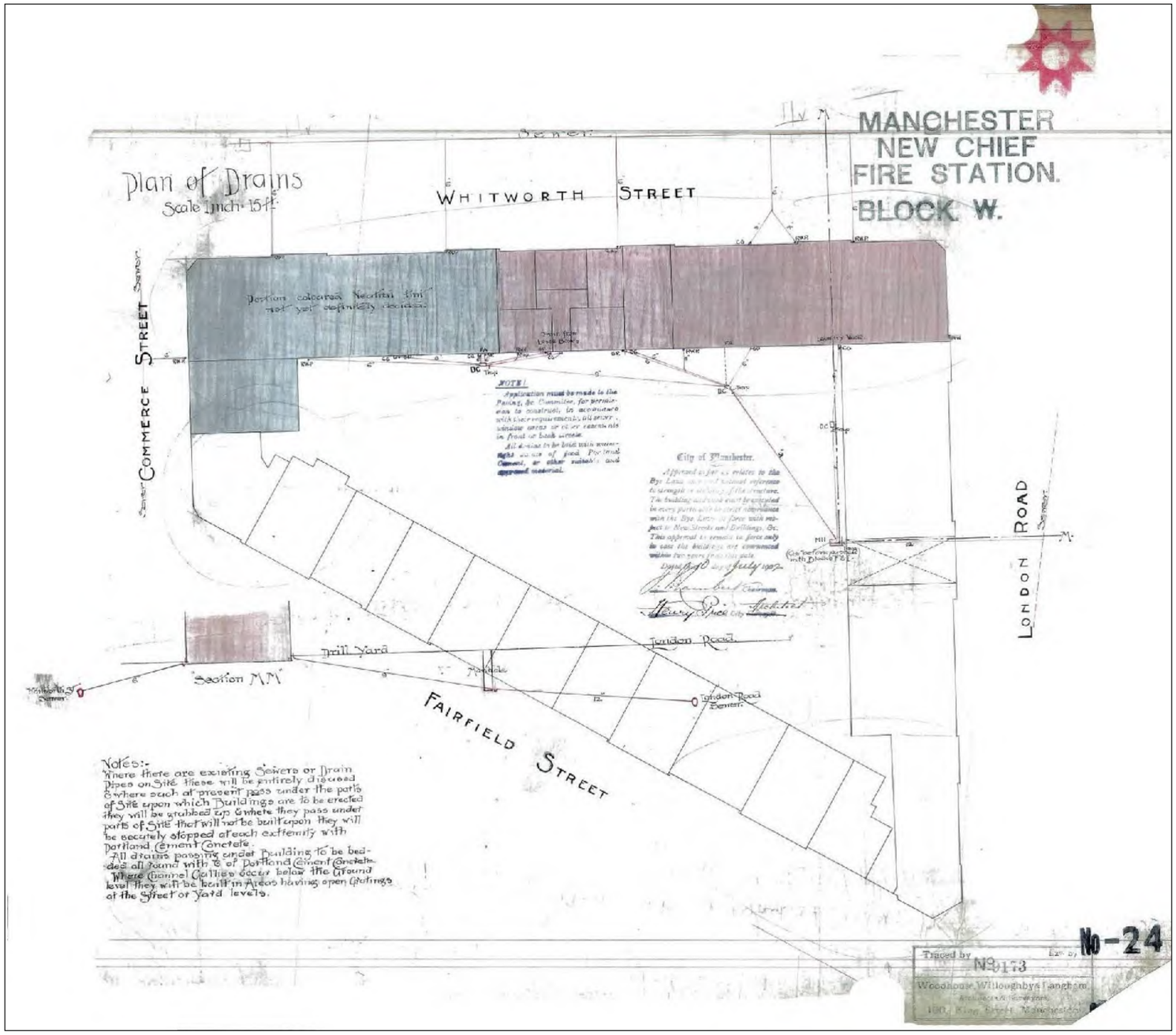
ELEVATION TO DRILL YARD.

Portion coloured Neutral Tint not yet definitely decided

ELEVATION TO WHITWORTH STREET

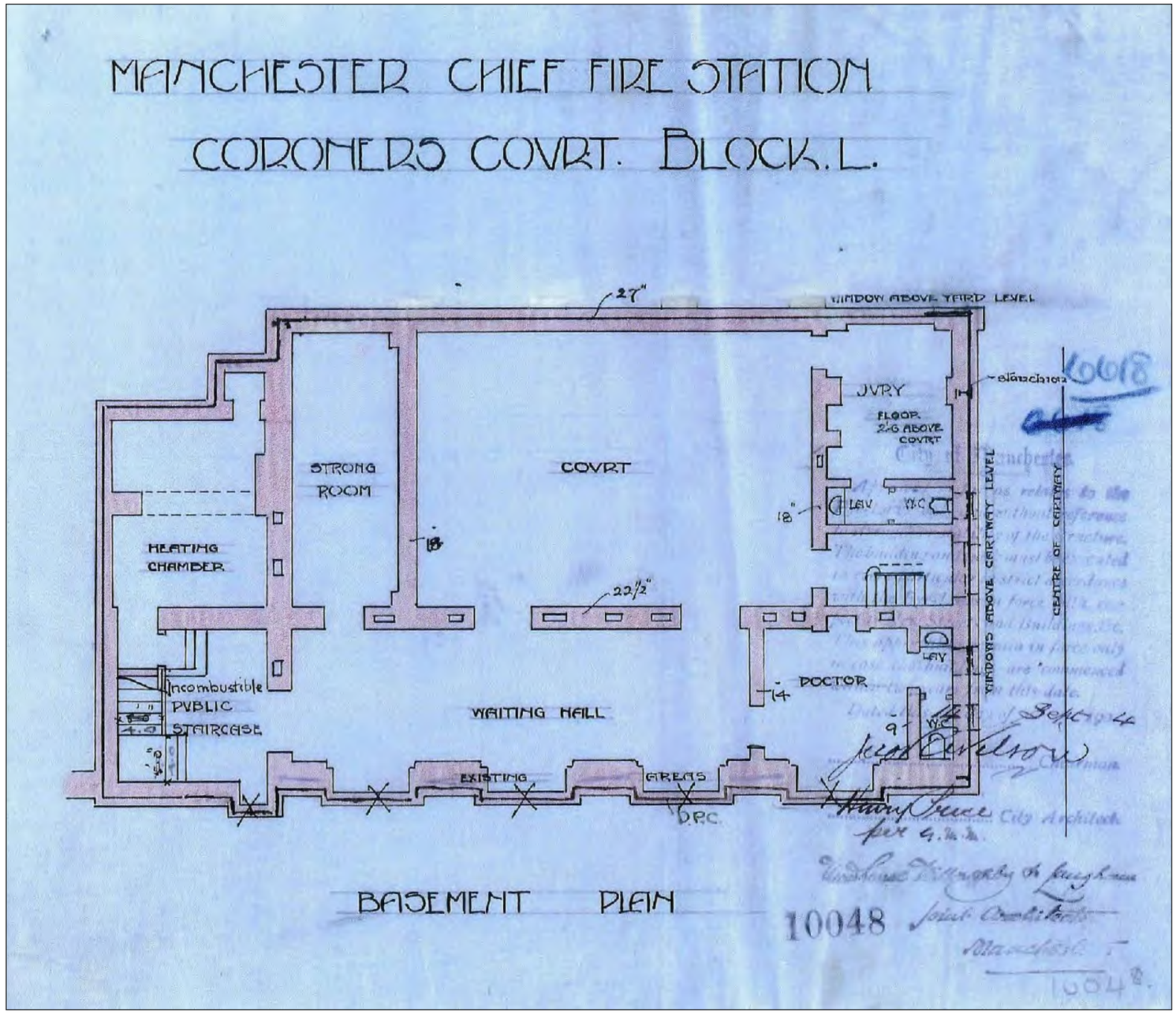
Traced by No 9169 Exd by
Woodhouse, Willoughby & Langham
Architects & Surveyors,
100, King Street, Manchester.

Application Drawings. 1902 July, Manchester New Chief Fire Station, Block W, Elevation to Withworth St, and to Drill Yard. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.

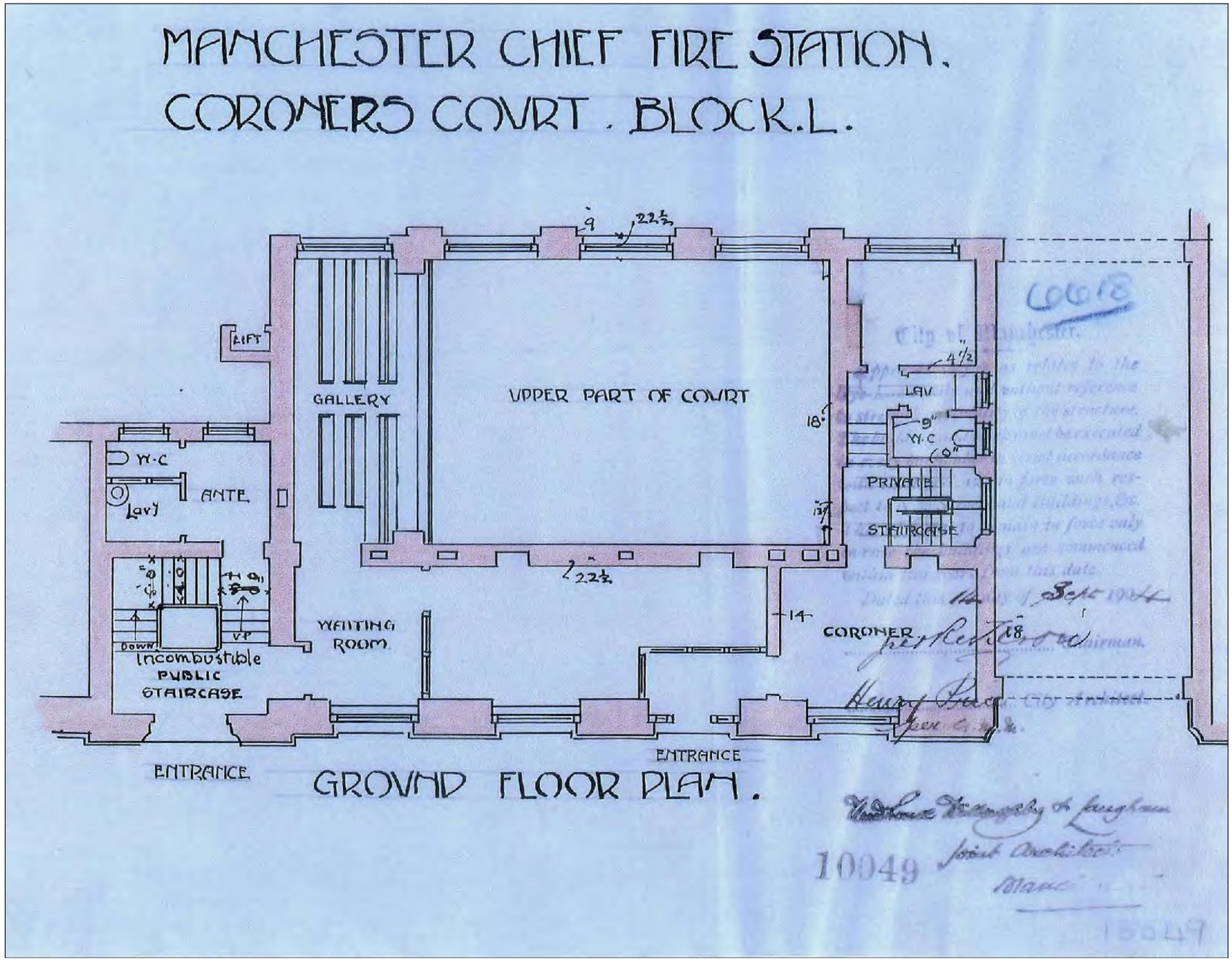


Application Drawings. 1902 July, Manchester New Chief Fire Station, Block W, Plan of drains. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.

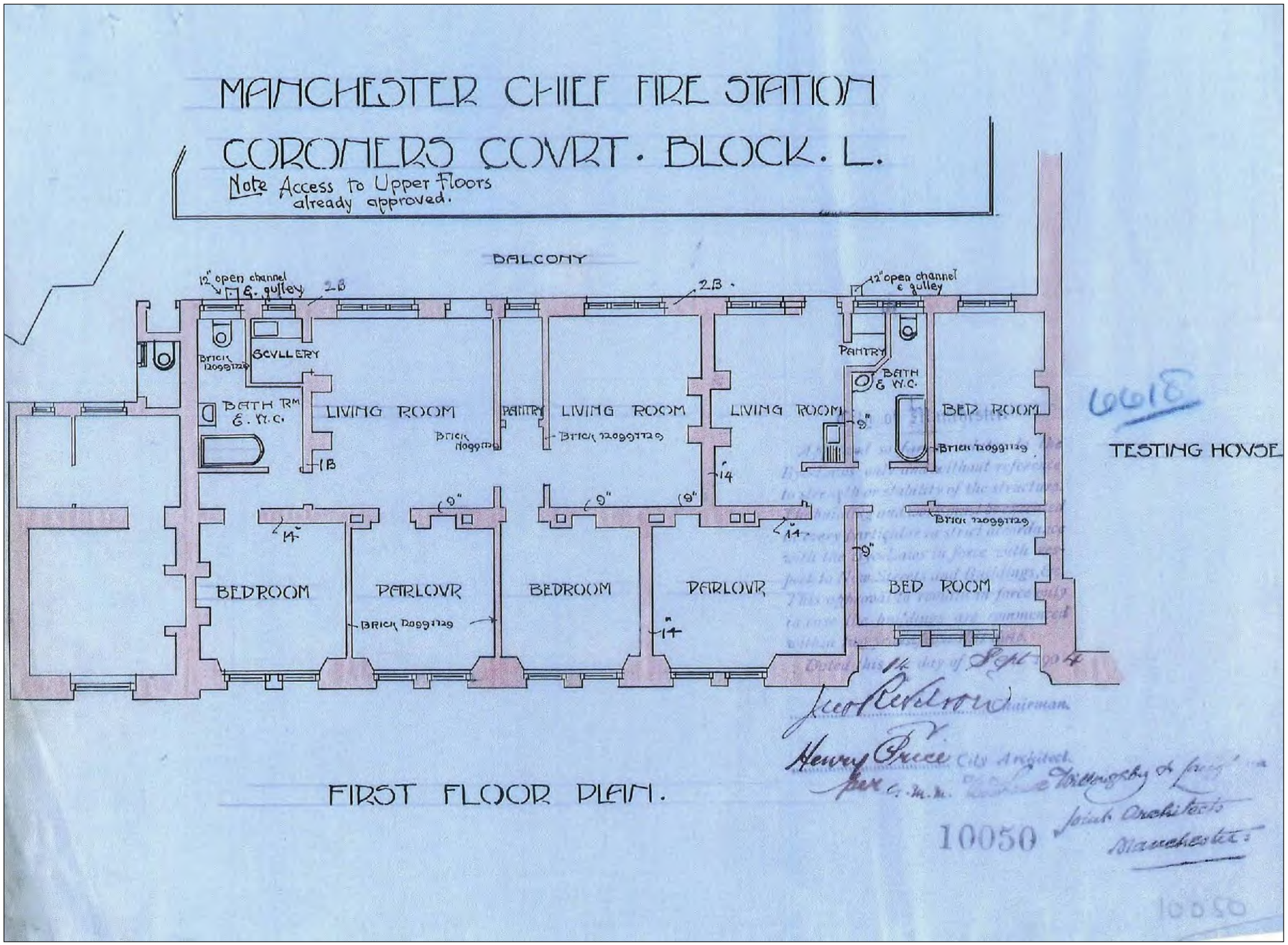
4.3 1904 Plans



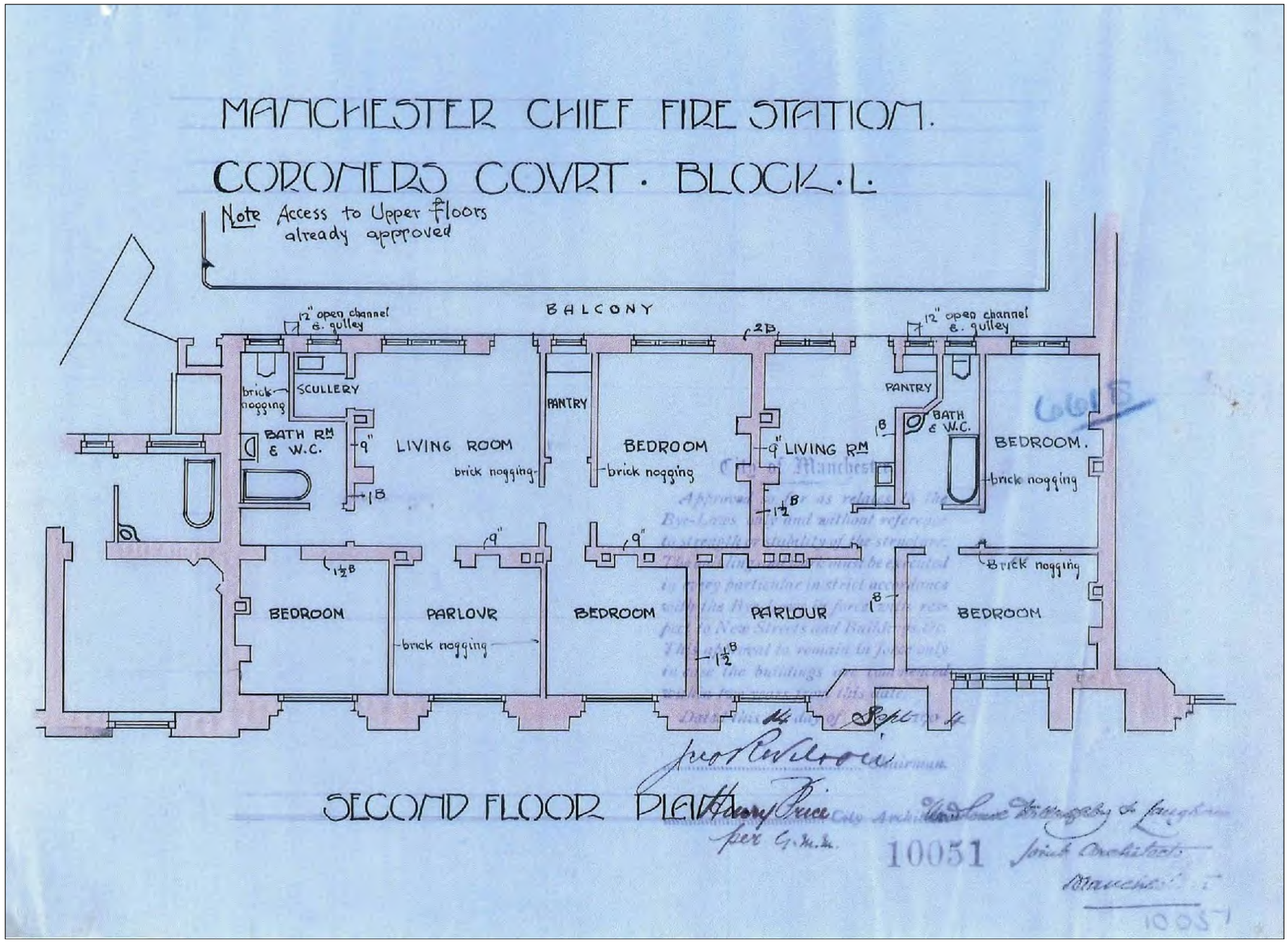
Application drawings. 1904 September, Manchester Chief Fire Station, Coroners Court, Block L, Basement plan. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.



Application Drawings. 1904 September, Manchester Chief Fire Station, Coroners Court, Block L, Ground Floor plan. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.



Application Drawings 1904 September, Manchester Chief Fire Station, Coroners Court, Block L, First Floor plan. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.

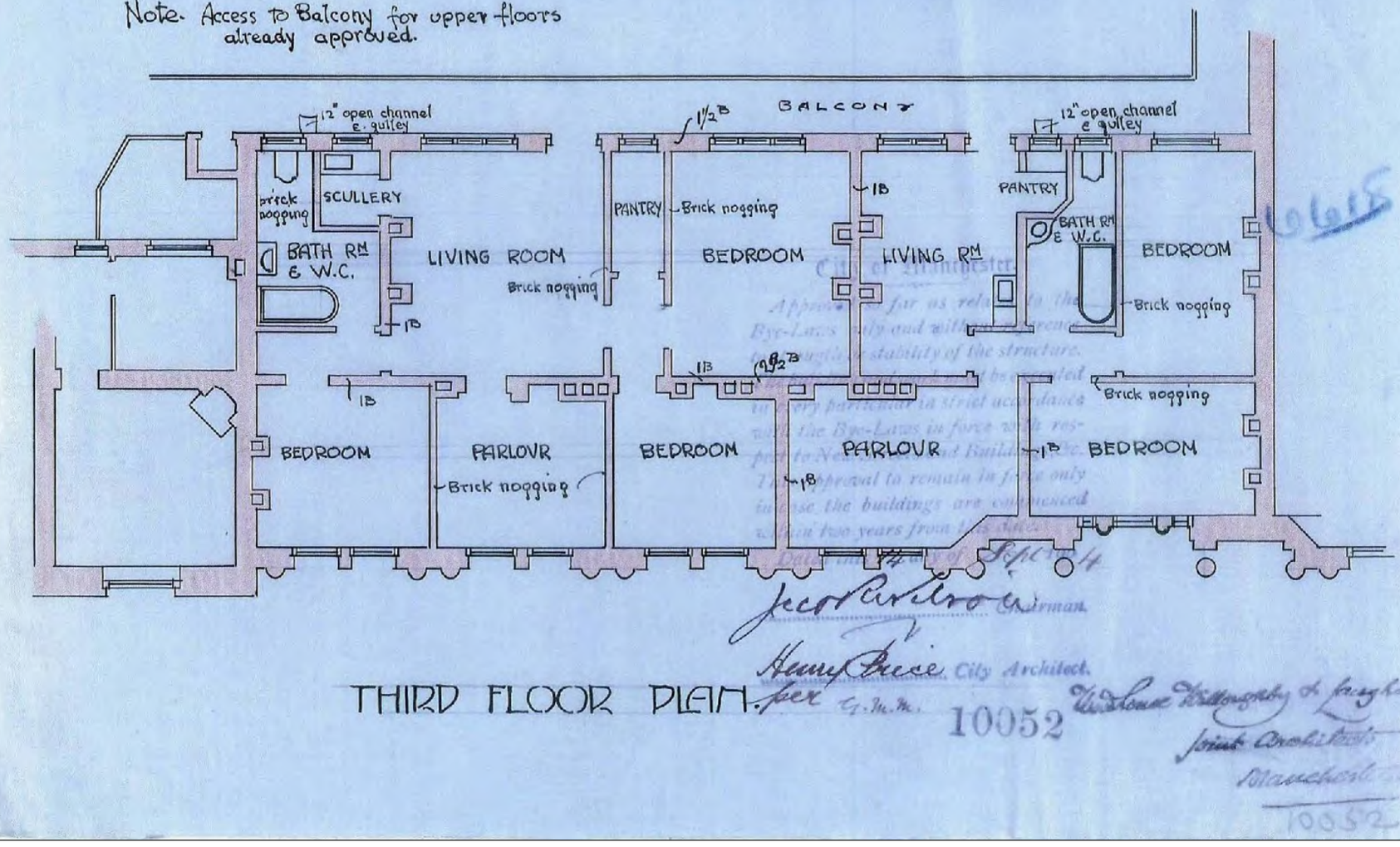


Application drawings. 1904 September, Manchester Chief Fire Station, Coroners Court, Block L, Second Floor plan. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.

MANCHESTER CHIEF FIRE STATION

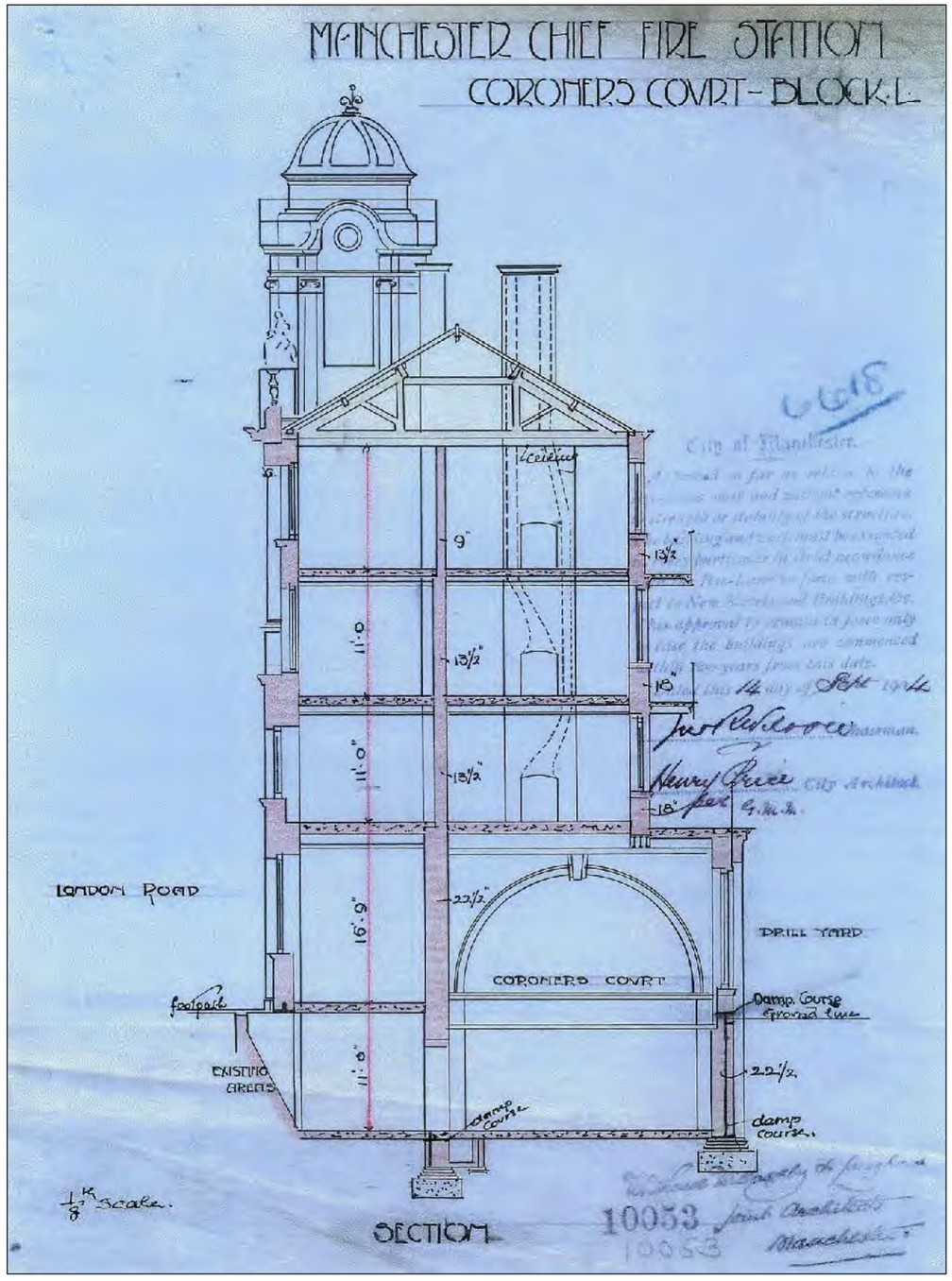
CORONERS COURT. BLOCK. L.

Note. Access to Balcony for upper floors already approved.



THIRD FLOOR PLAN.

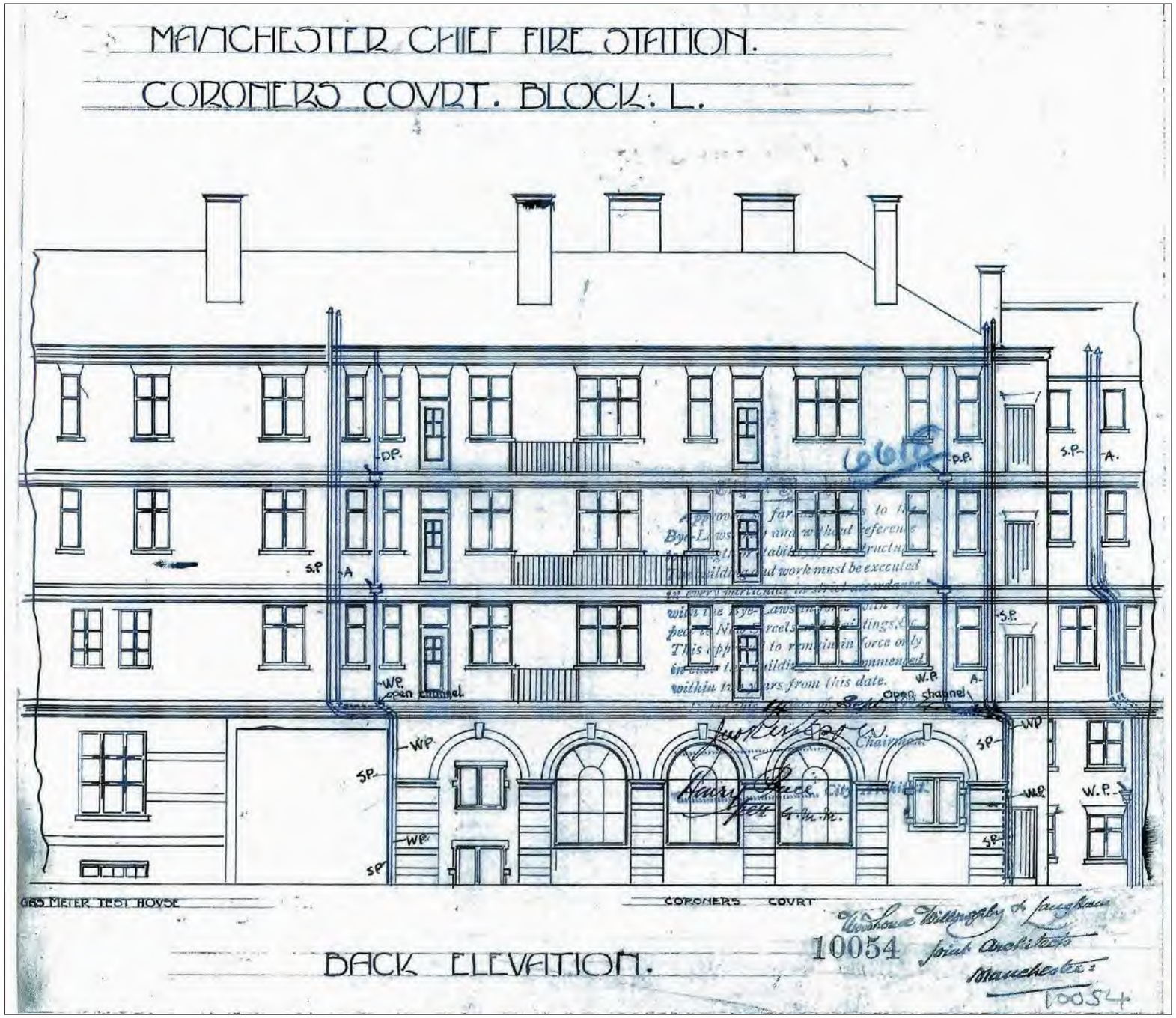
Application Drawings 1904 September, Manchester Chief Fire Station, Coroners Court, Block L, Third Floor plan. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.



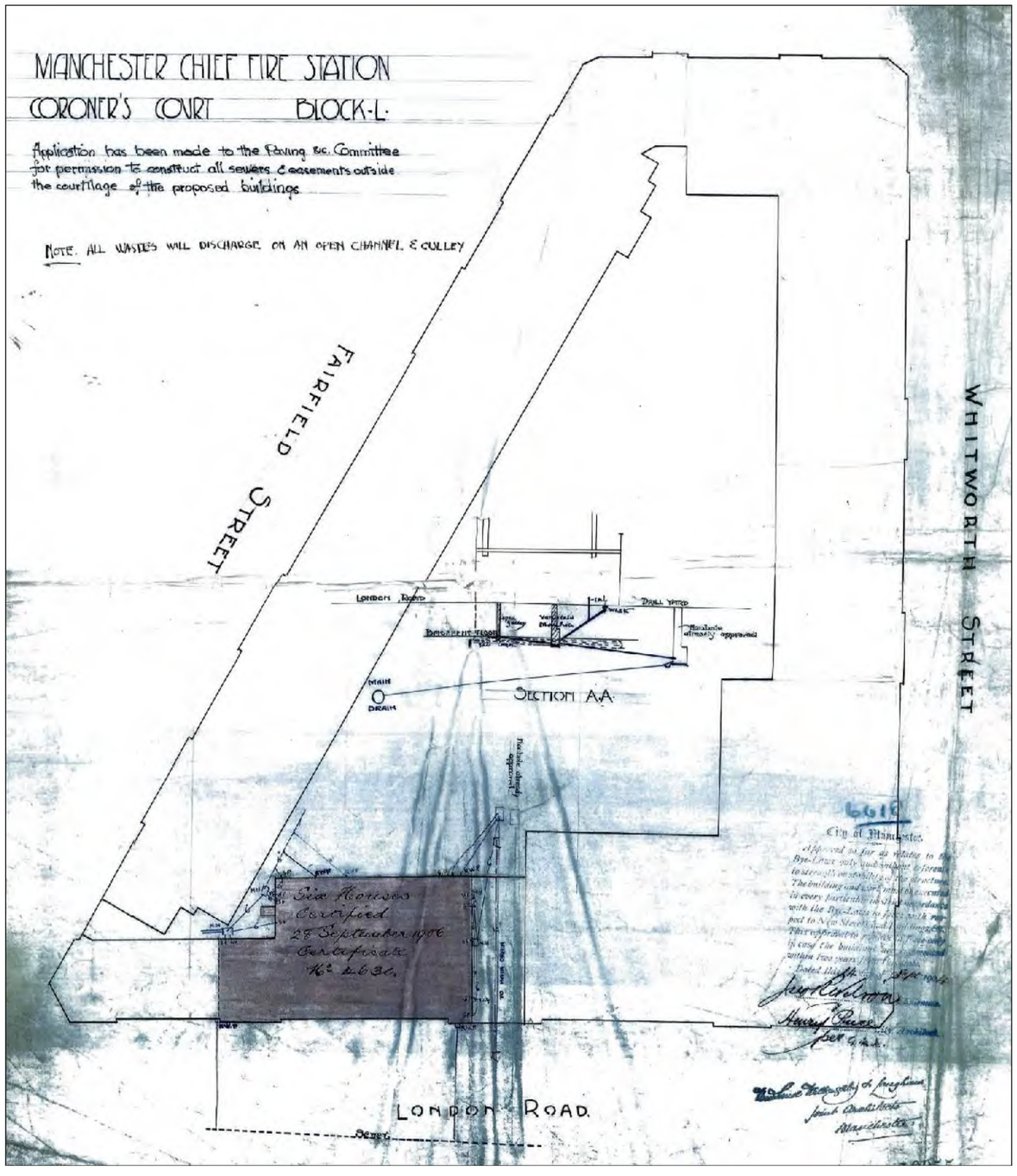
Application drawings. 1904 September, Manchester Chief Fire Station, Coroners Court, Block L, Section. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.



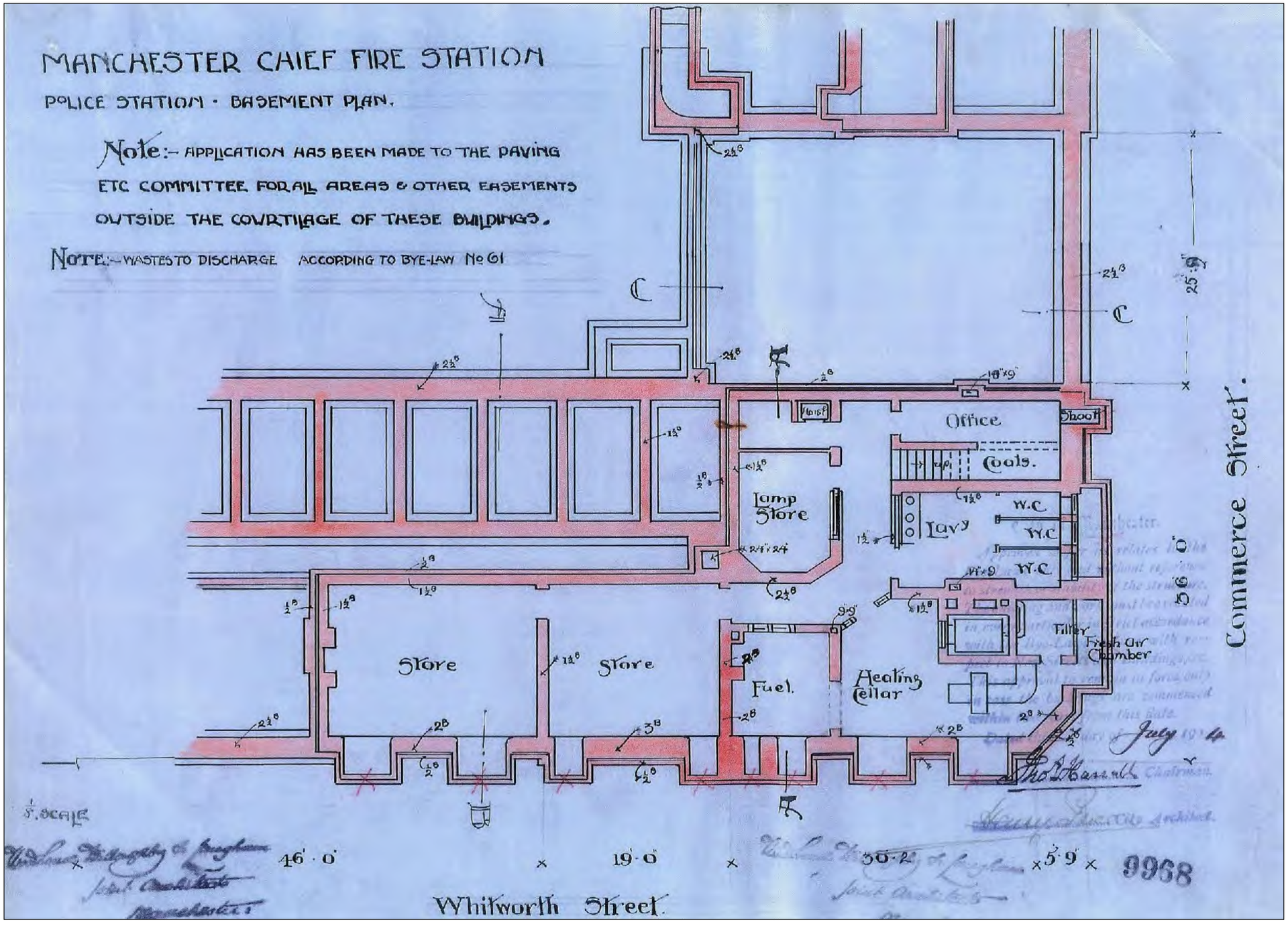
Application Drawings. 1904 September, Manchester Chief Fire Station, Coroners Court, Block L, Elevation to London Road. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.



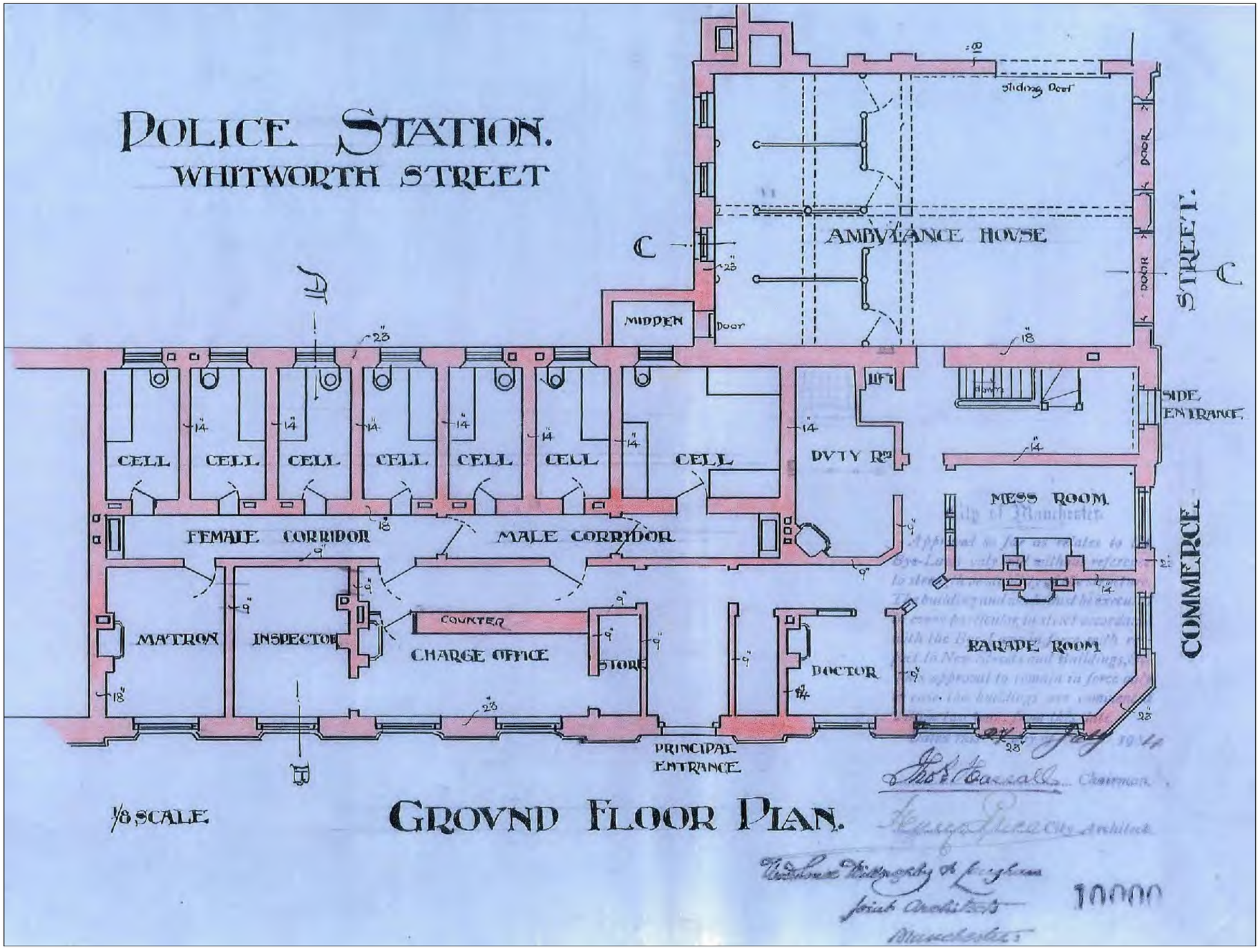
Application Drawings. 1904 September, Manchester Chief Fire Station, Coroners Court, Block L, Back Elevation. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.



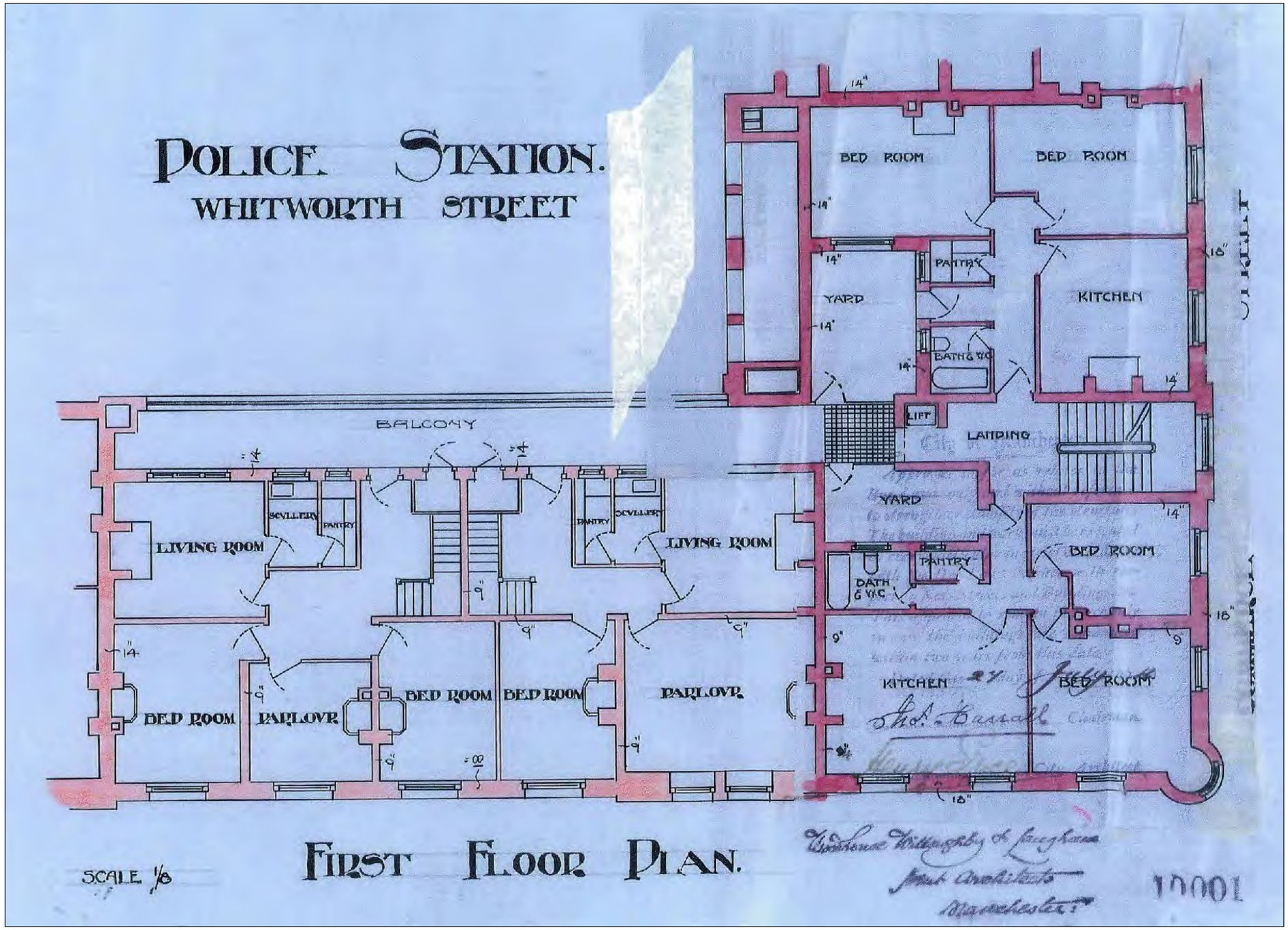
Application Drawings. 1904 September, Manchester Chief Fire Station, Coroners Court, Block L, Plan of drains. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.



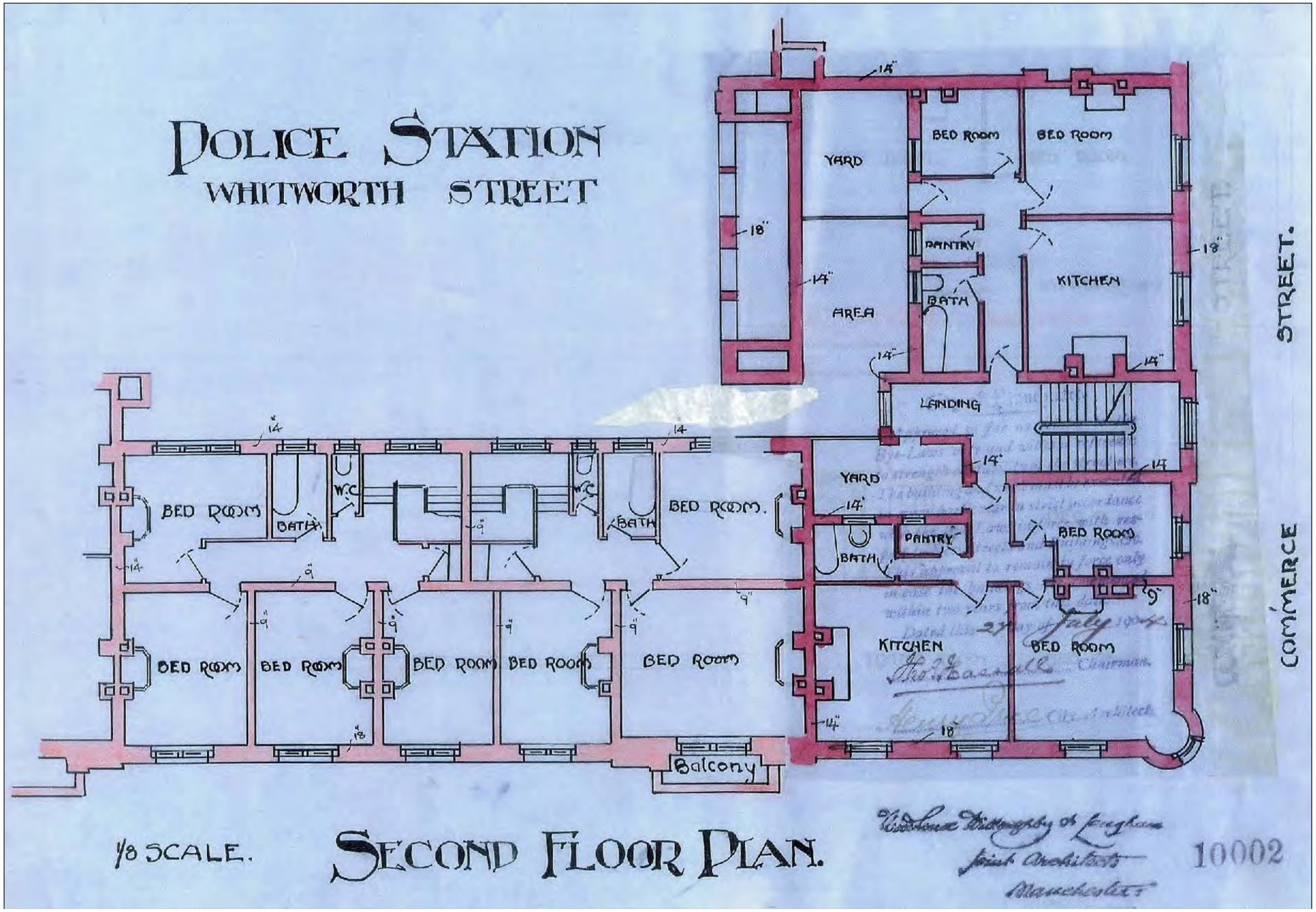
Application Drawings. 1904 July, Manchester Chief Fire Station, Police Station, Basement Plan. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.



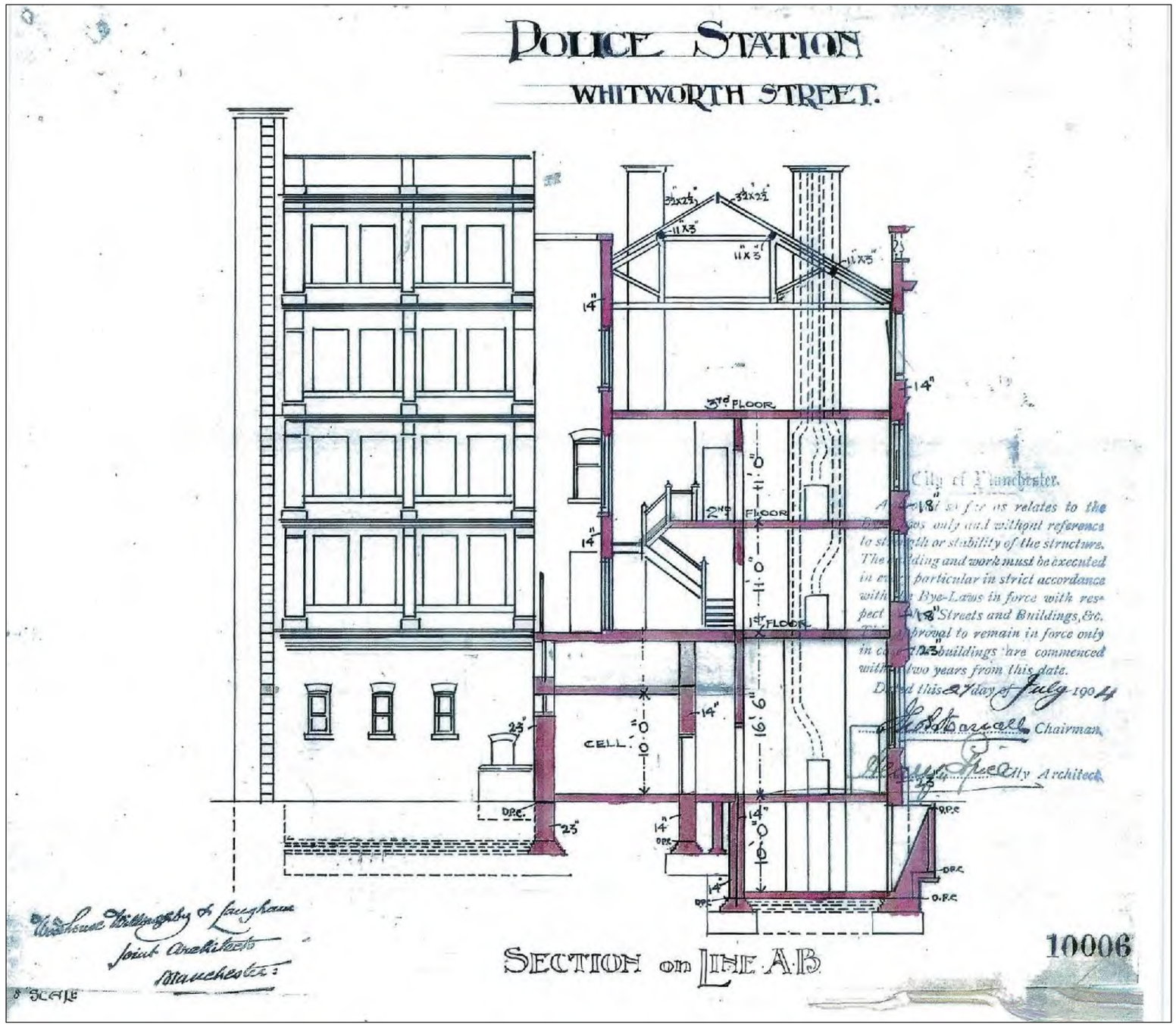
Application Drawings. 1904 July, Manchester Chief Fire Station, Police Station, Ground Floor Plan. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.



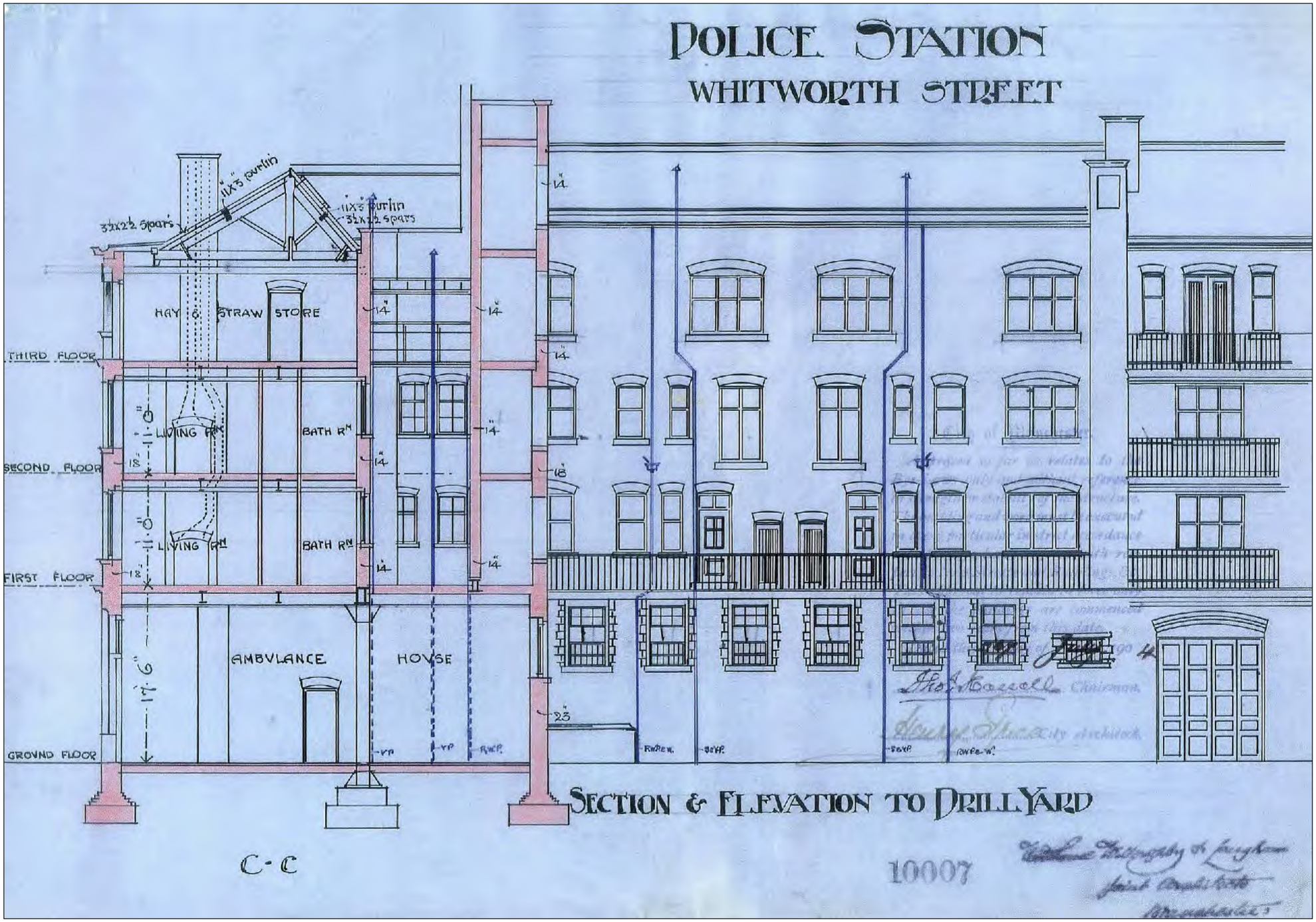
Application Drawings. 1904 July, Manchester Chief Fire Station, Police Station, First Floor Plan. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.



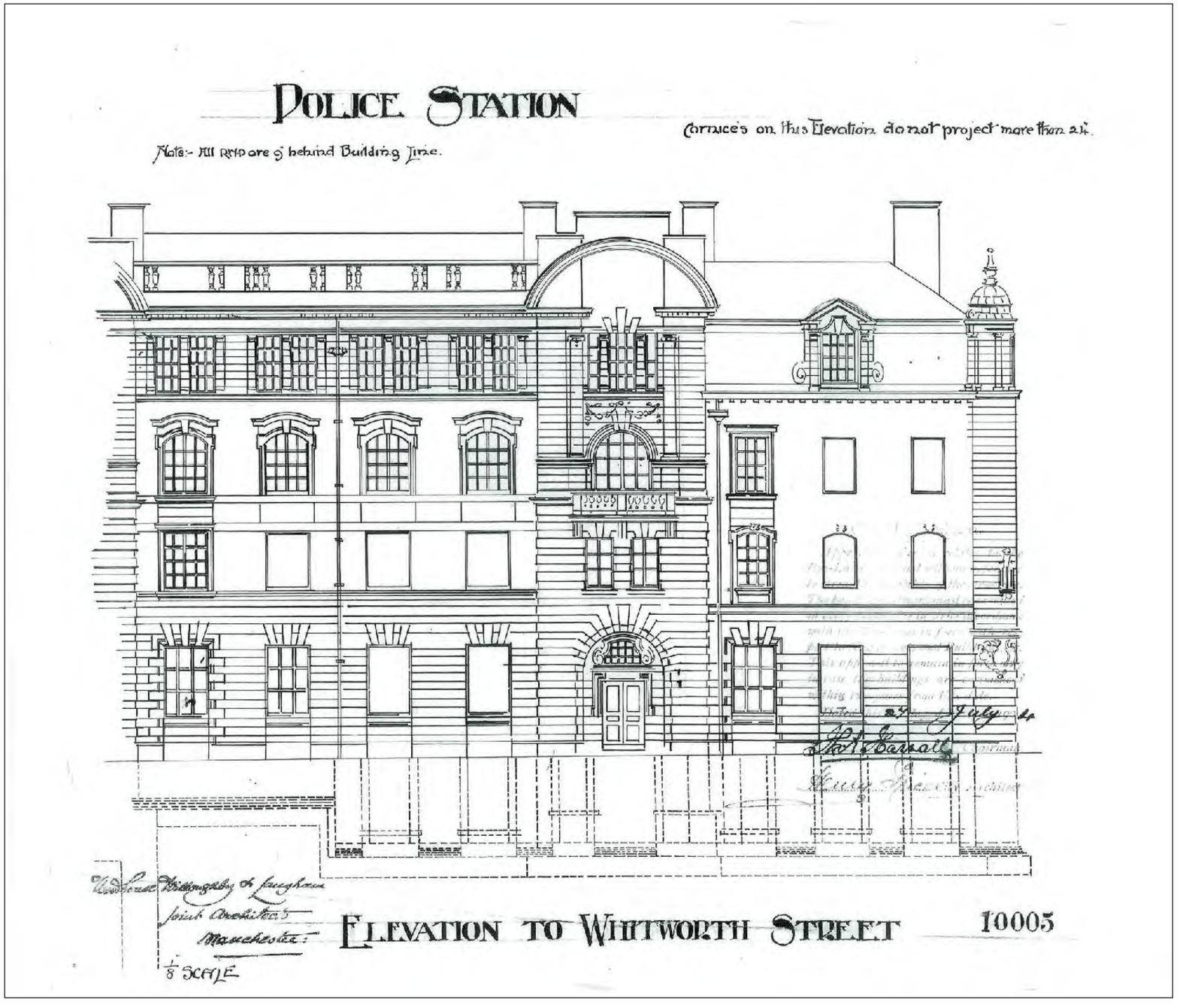
Application Drawings. 1904 July, Manchester Chief Fire Station, Police Station, Second Floor Plan. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.



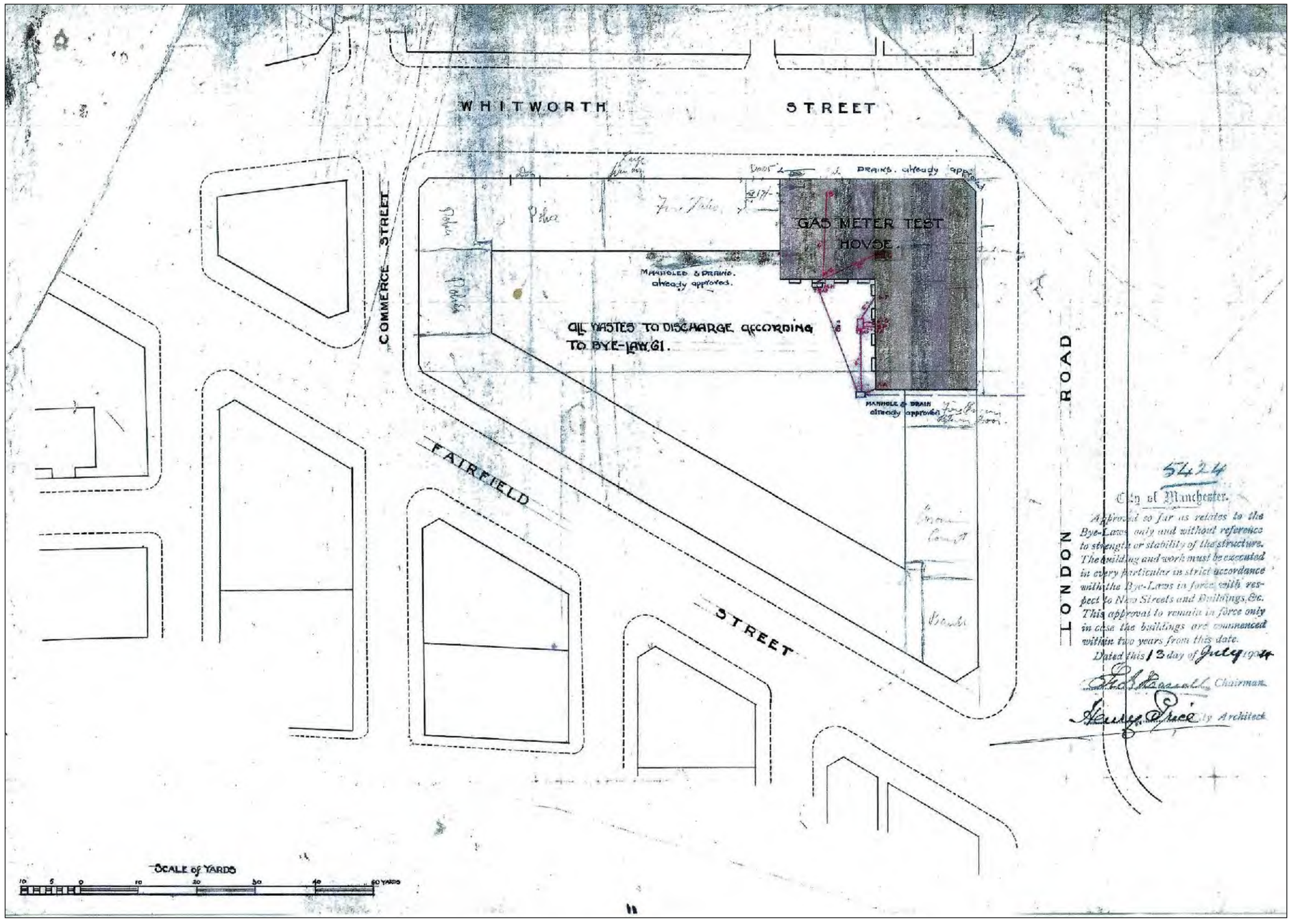
Application Drawings. 1904 July, Manchester Chief Fire Station, Police Station, Section A-B. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.



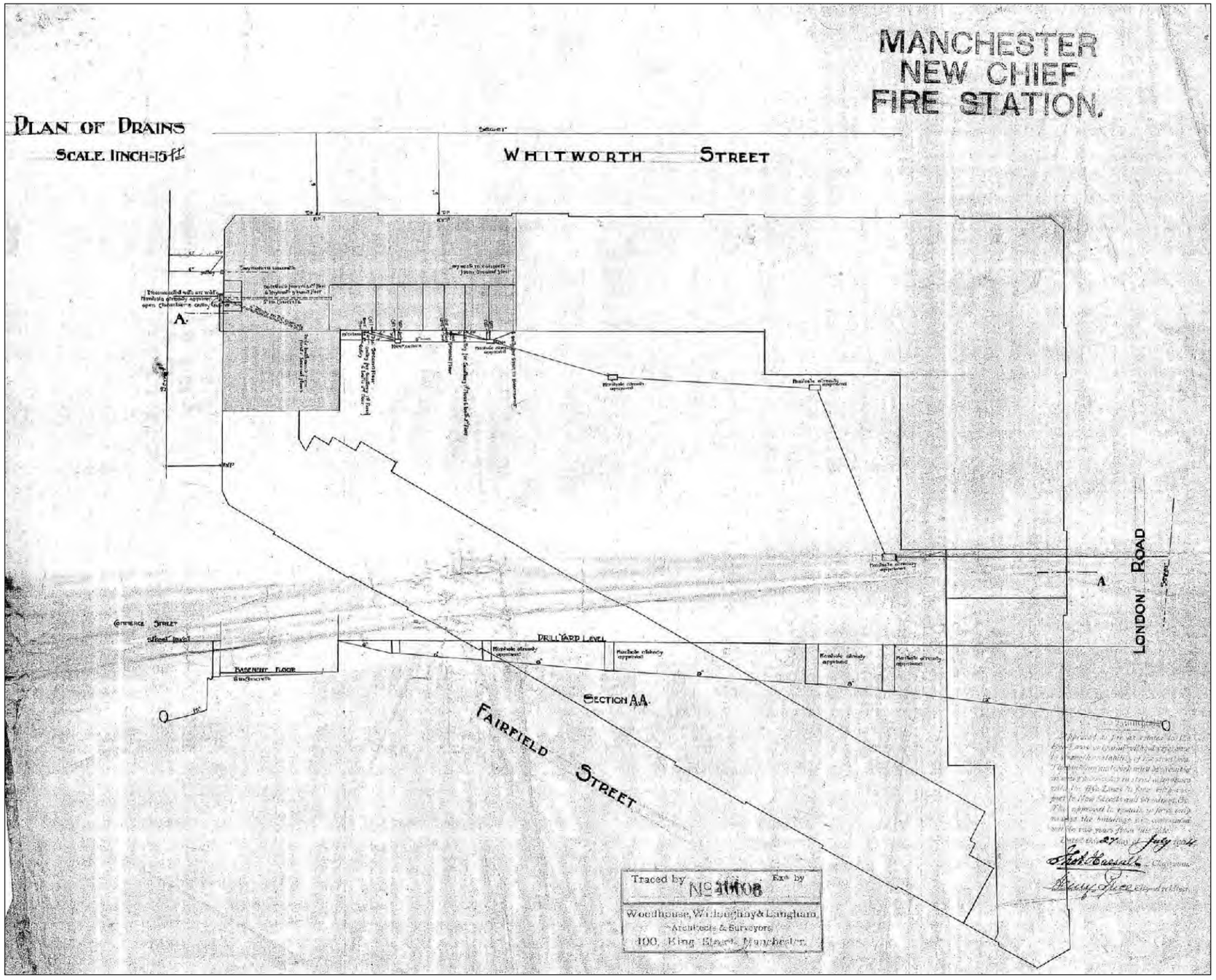
Application Drawings. 1904 July, Manchester Chief Fire Station, Police Station, Section C-C and Elevation to Drill Yard. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.



Application Drawings. 1904 July, Manchester Chief Fire Station, Police Station, Elevation to Whitworth Street. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.

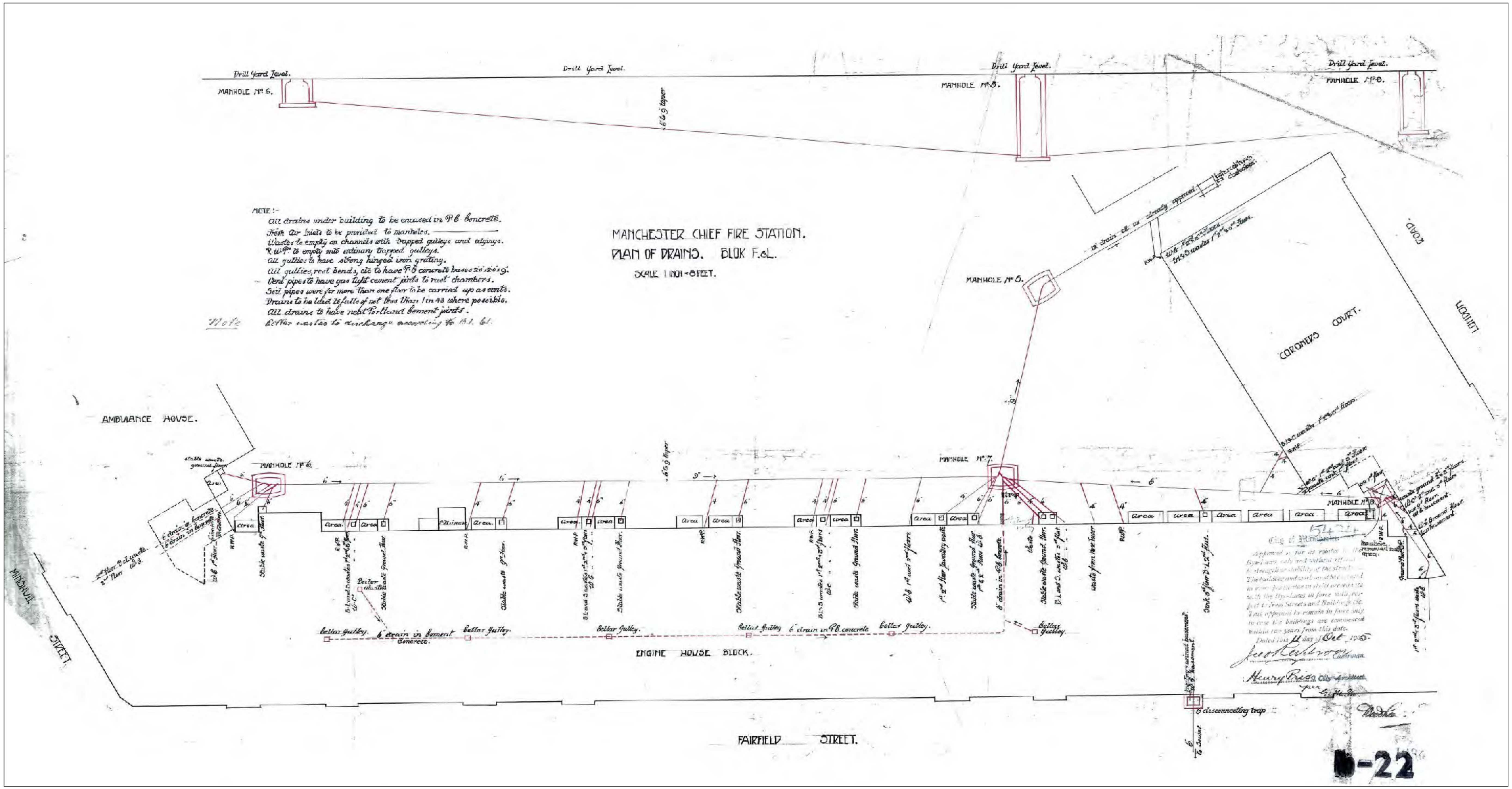


Application Drawings. 1904 July, Manchester Chief Fire Station, Gas Meter House, Plan of Drains.

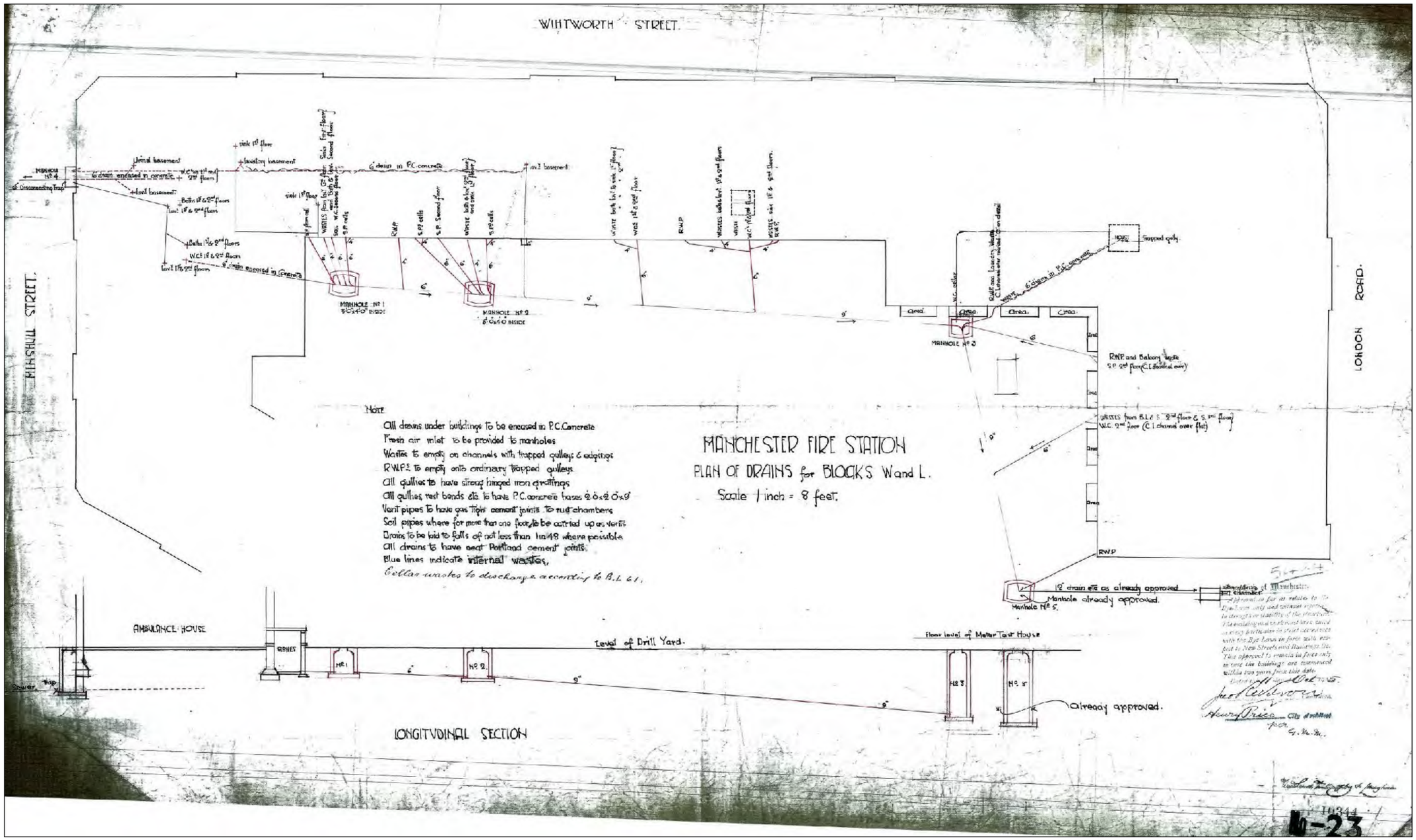


Application Drawings. 1904 July, Manchester New Chief Fire Station, Plan of drains. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.

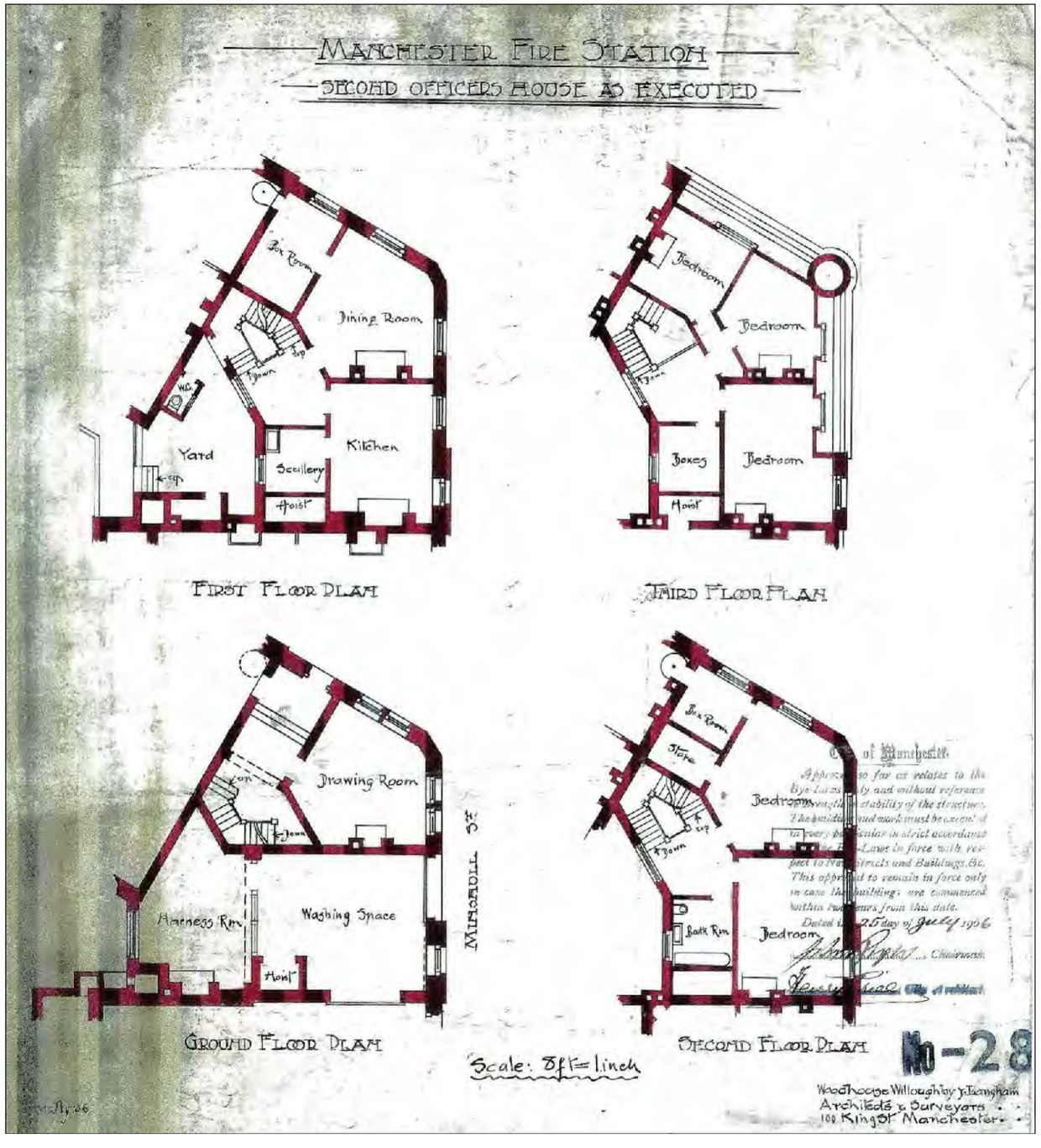
4.4 1906 Plans



Application Drawings. 1905 October, Manchester Chief Fire Station, Blocks F & L, Plan of drains. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.



Application Drawings. 1905 October, Manchester Fire Station, Blocks W&L, Plan of drains. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.

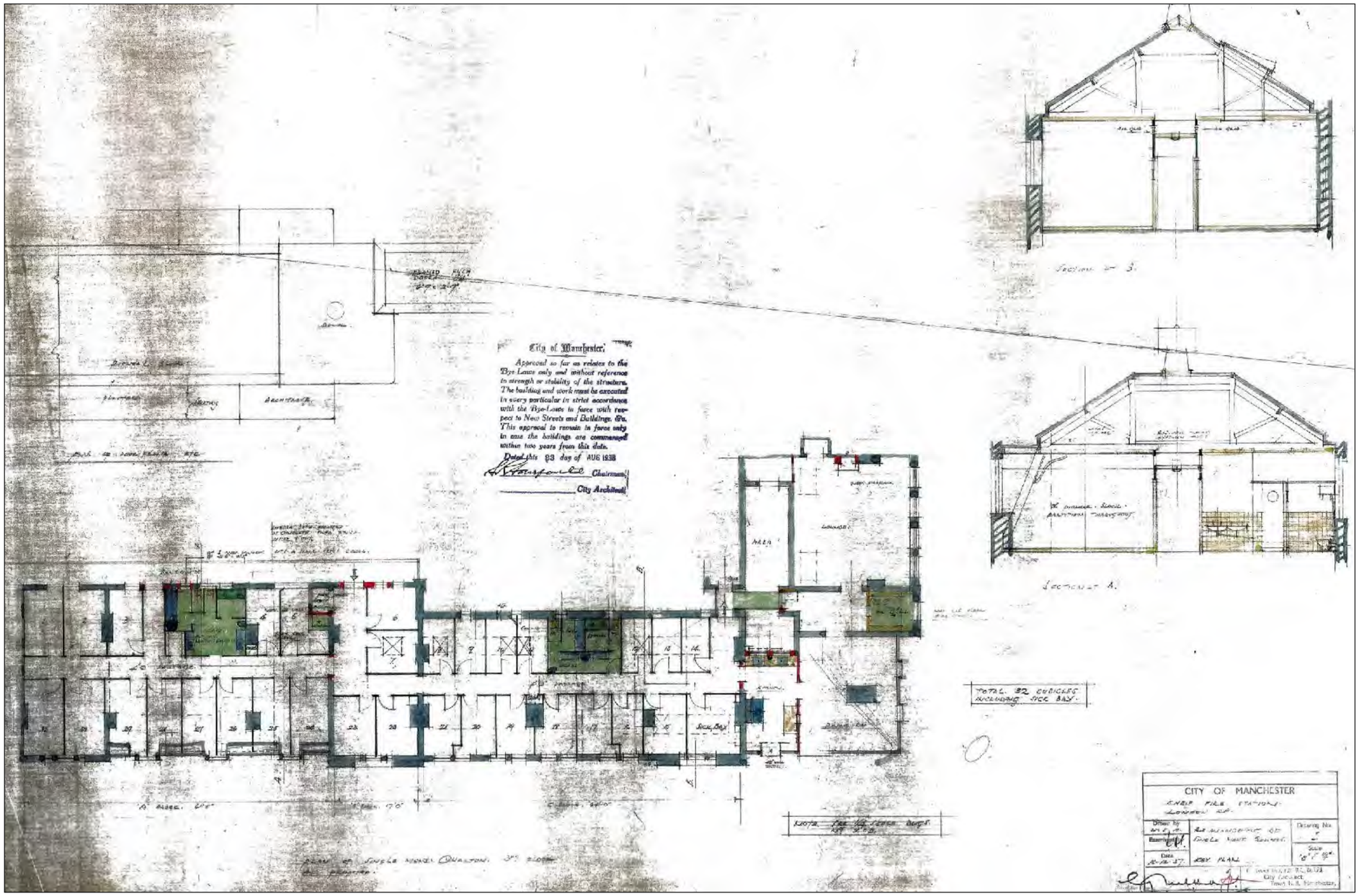


Application Drawings. 1906 July, Manchester Fire Station, Second Officers House as Executed, Floor plans. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.

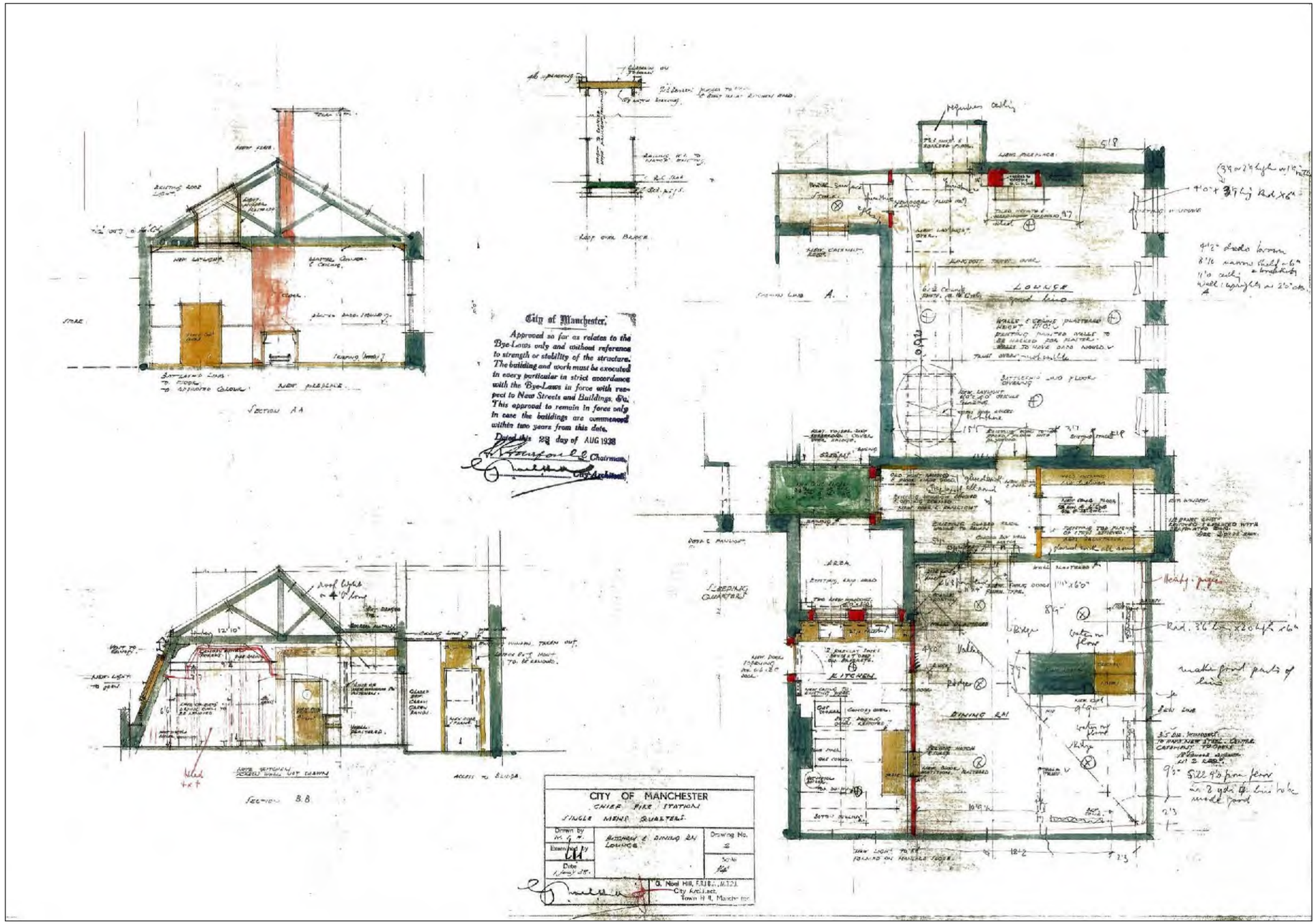


Application Drawings. 1906 July, Manchester Fire Station, First and Third officers quarters as executed, Floor plans. Drawings by Woodhouse, Willoughby & Langham Architects and Surveyors.

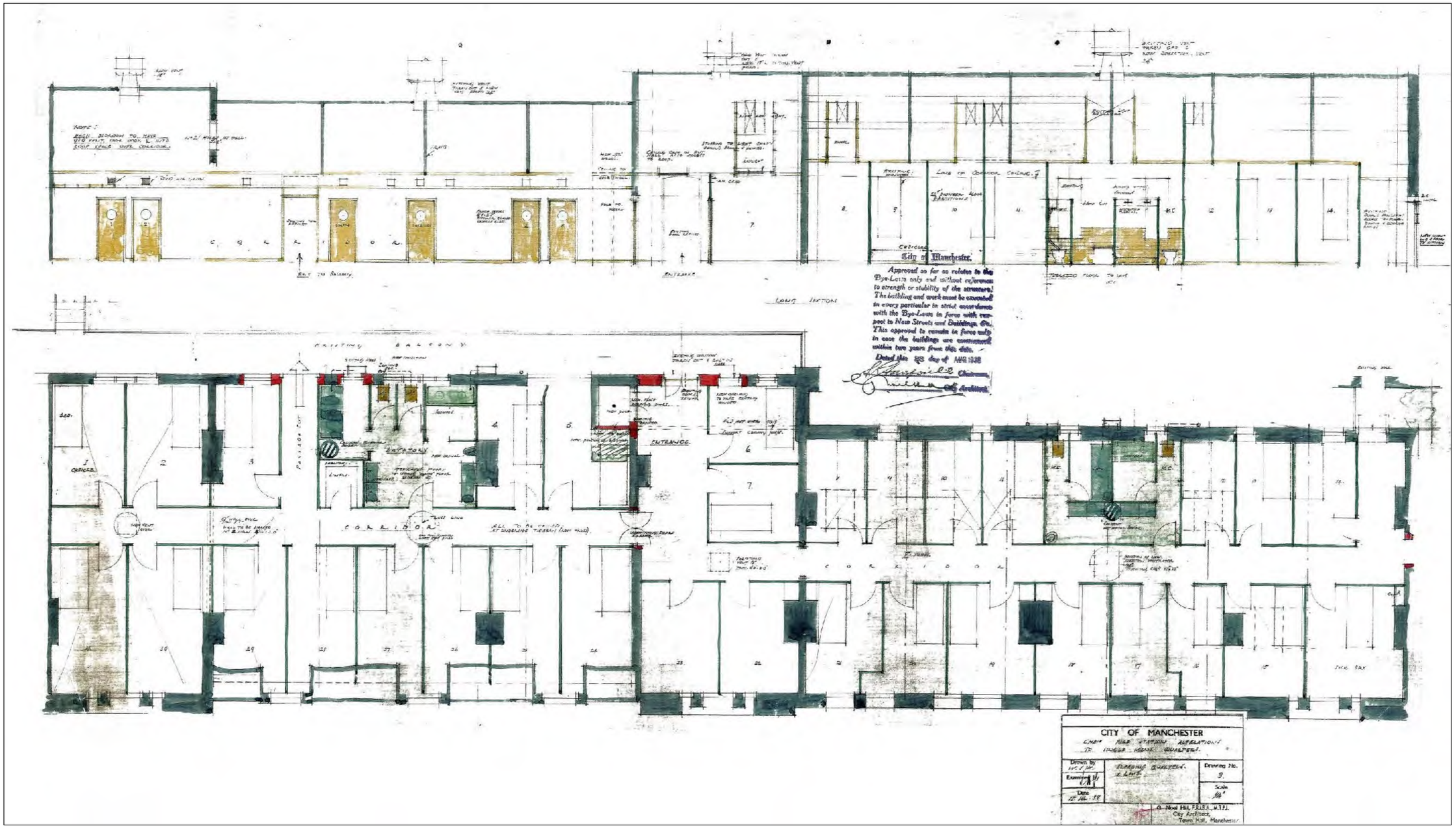
4.5 1938 Plans



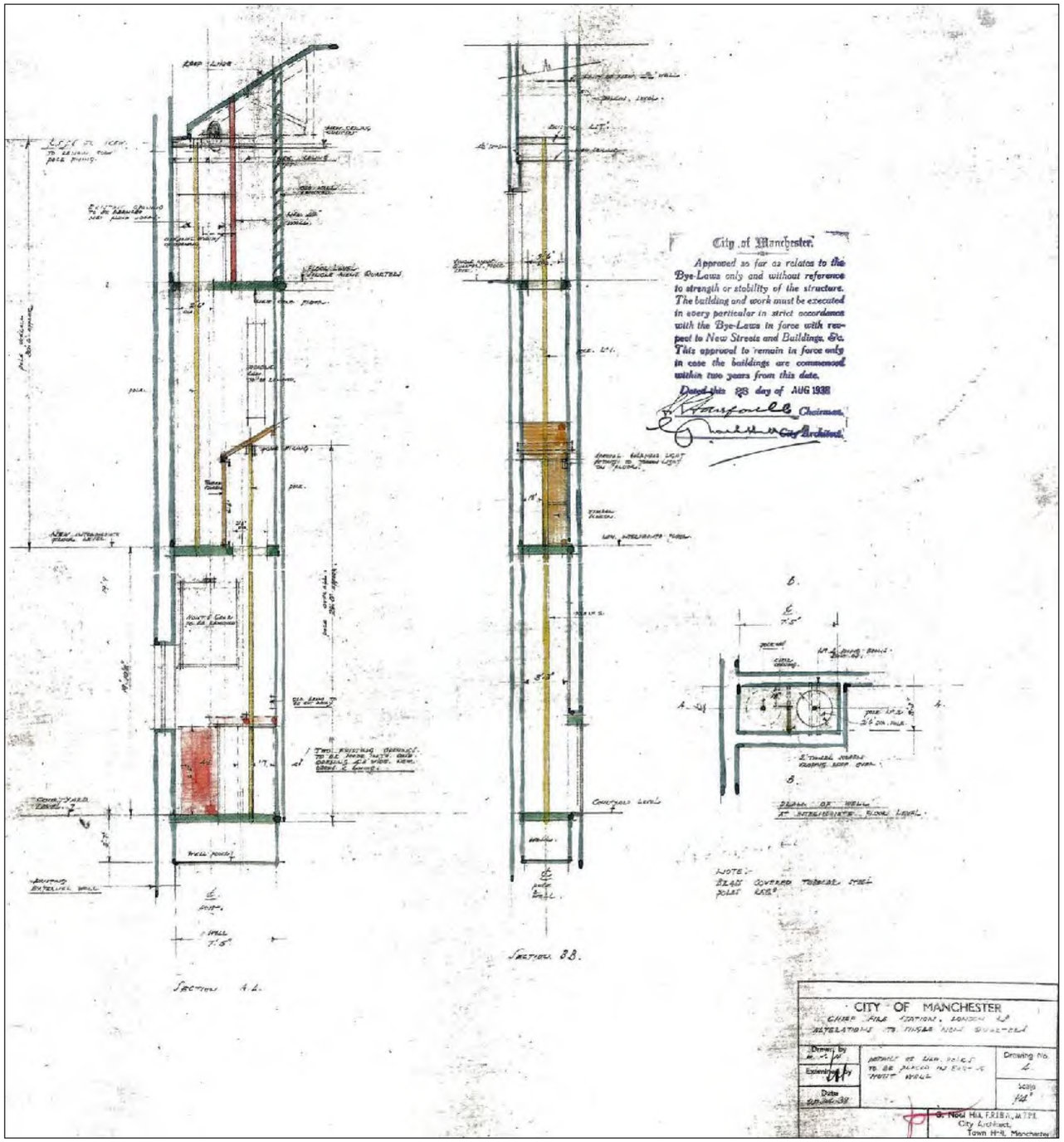
Application Drawings. 1938 August, Chief Fire Station Manchester, Re-arrangement of the single Men's Quarters, Key Plan. Drawing by City of Manchester.



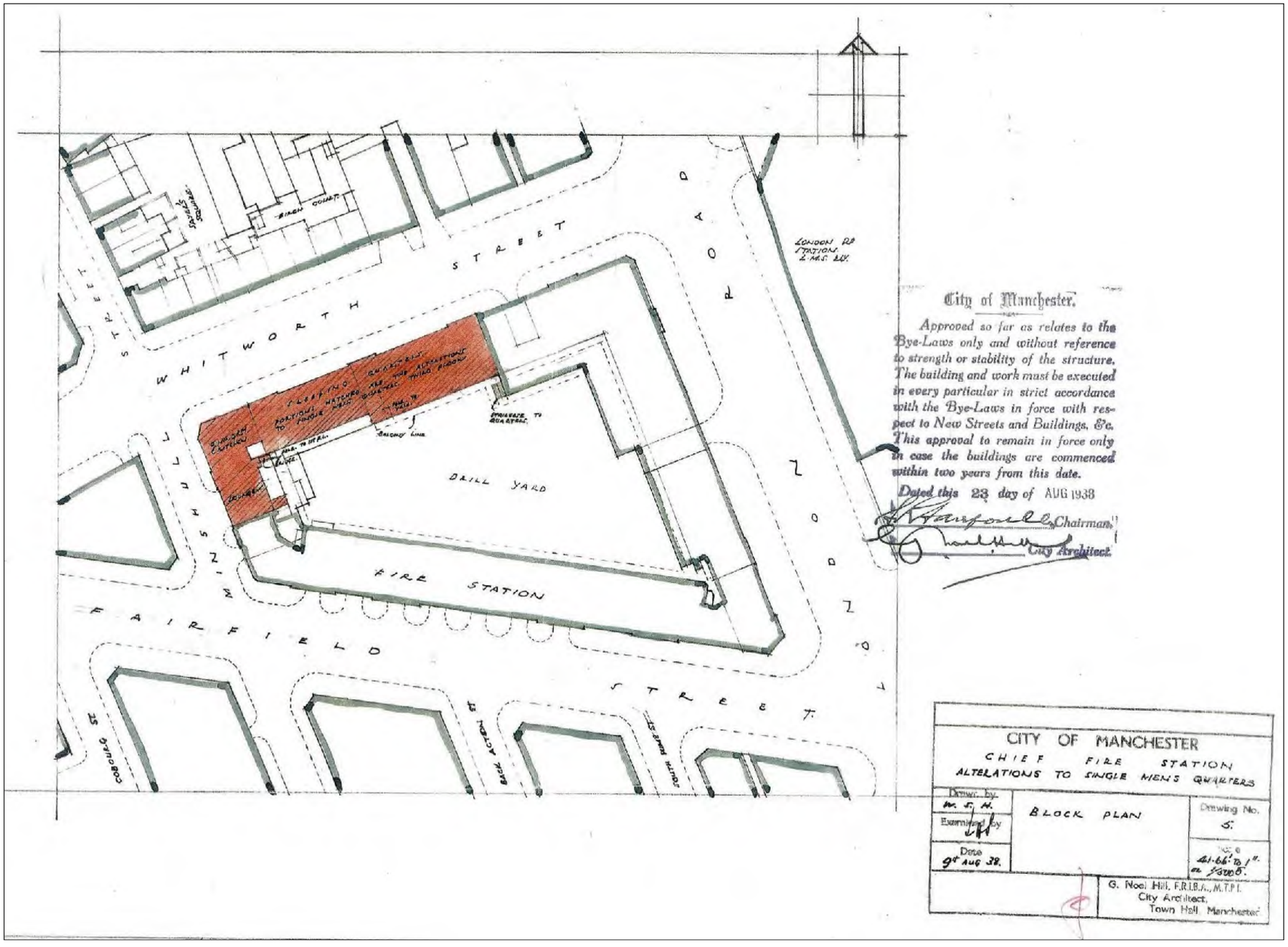
Application Drawings. 1938 August, Chief Fire Station Manchester, Single Men's Quarters, Kitchen and Dining Lounge Plan. Drawing by City of Manchester.



Application Drawings. 1938 August, Chief Fire Station Manchester, Sleeping Quarters, Floorplan and Section. Drawing by City of Manchester.

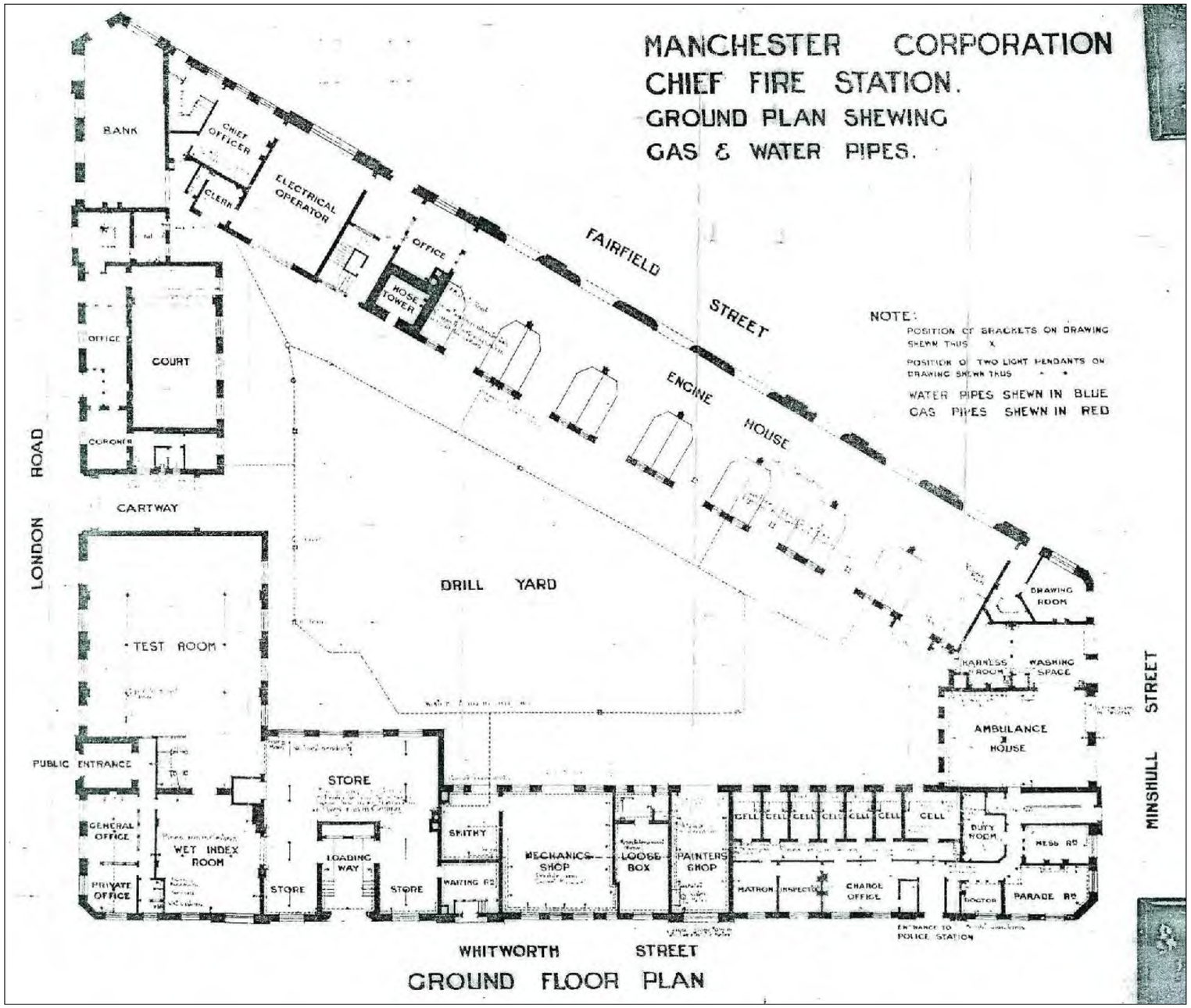


Application Drawings. 1938 August, Chief Fire Station, Alterations to the Single Men's Quarters. Drawing by the City of Manchester.



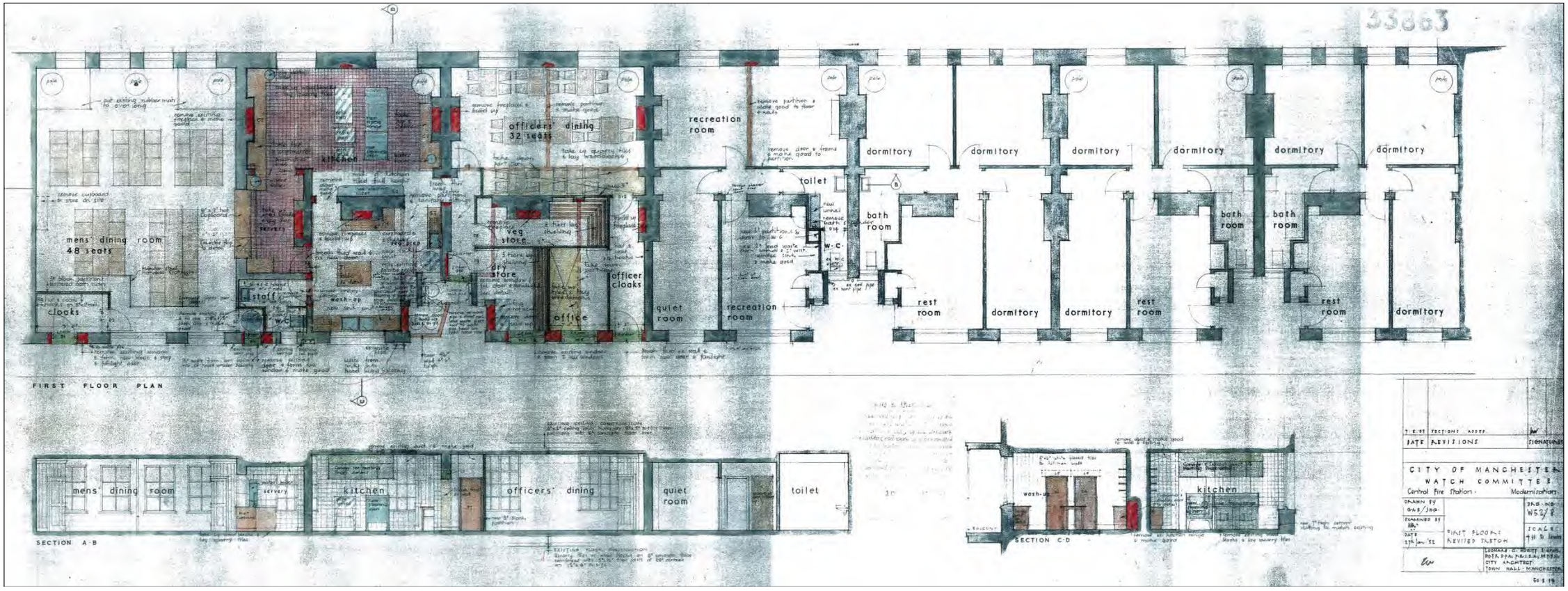
Application Drawings. 1938 August, Chief Fire Station, Alterations to Single Men's Quarters, Block Plan. Drawing by the City of Manchester.

4.6 1940s Plan



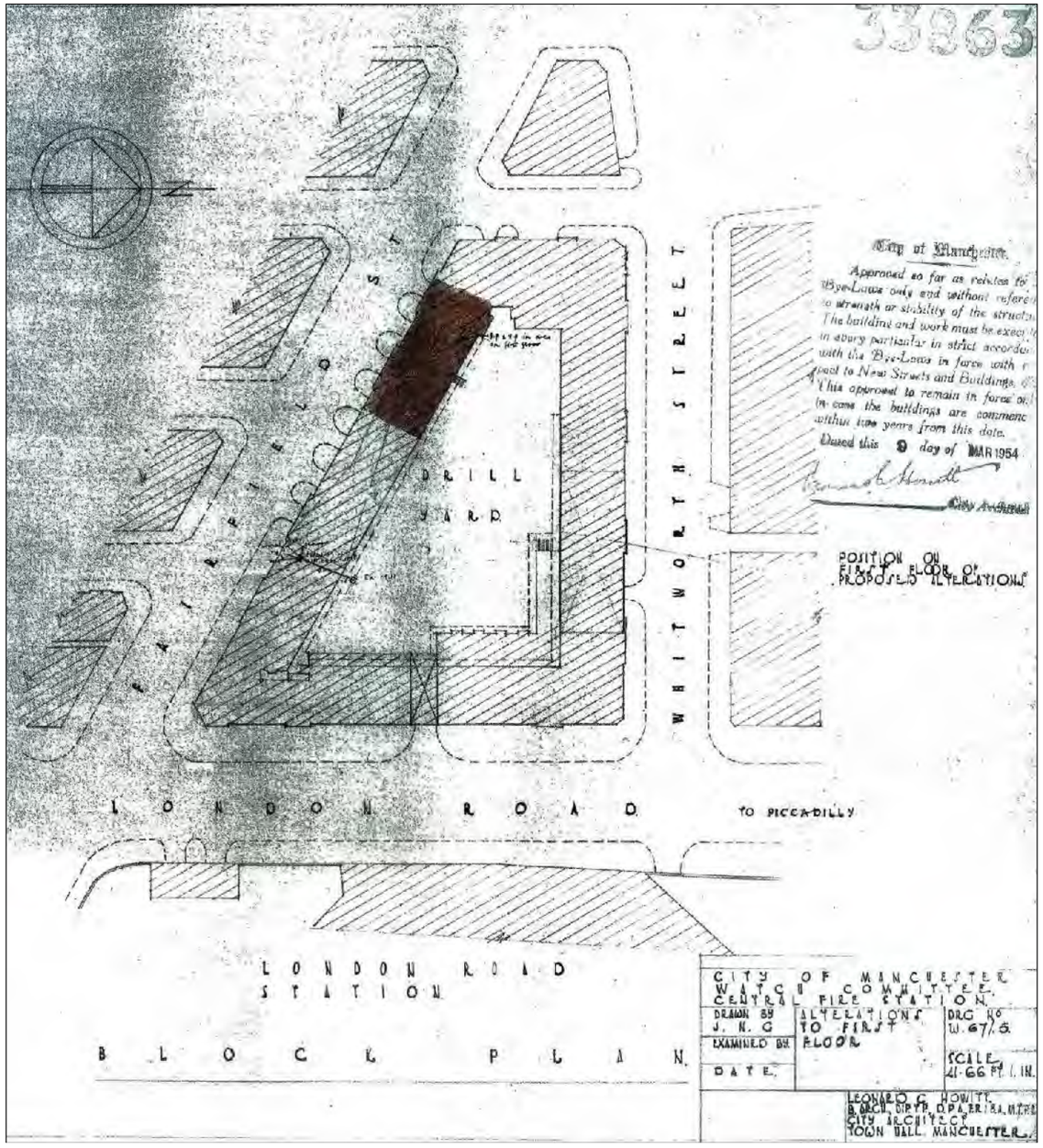
Application Drawings. 1940s Plan, Manchester Corporation, Chief Fire Station, Ground Plan showing gas & water pipes.

4.7 1952 Plans

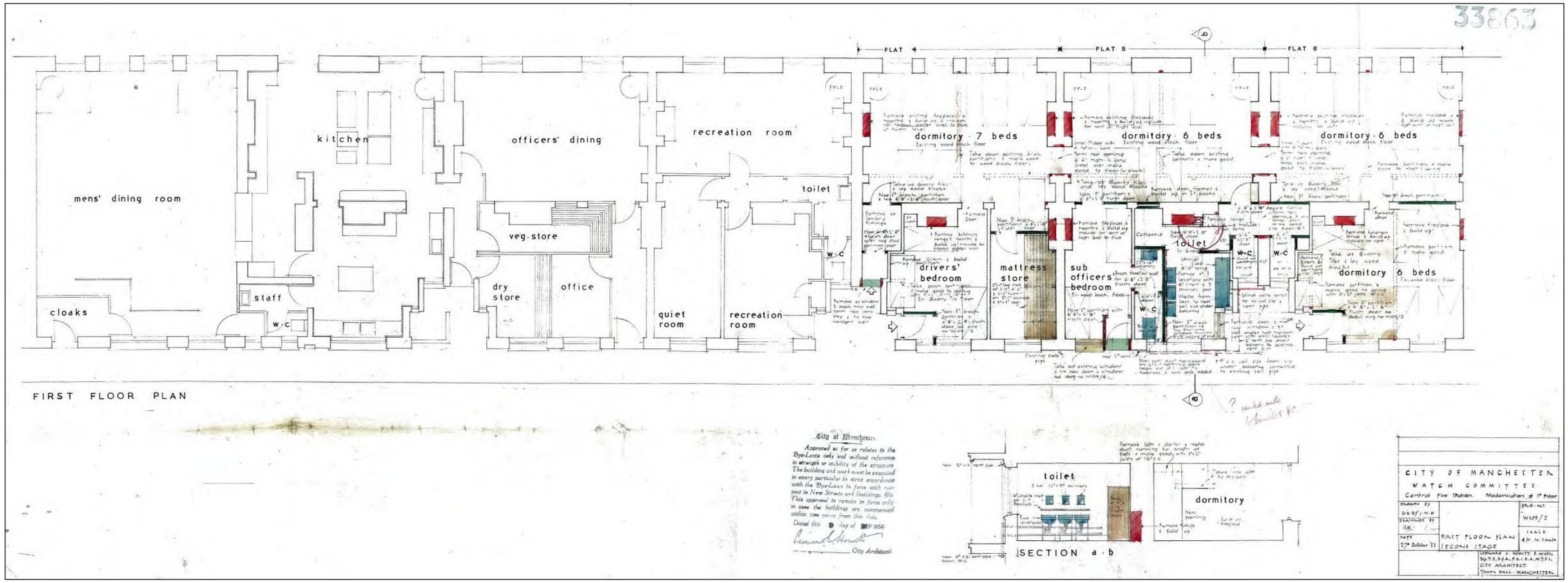


Application Drawings. 1952_10_1st Floor – Modernisation of Flats 1/3 to 1/6, Faifield Street side.

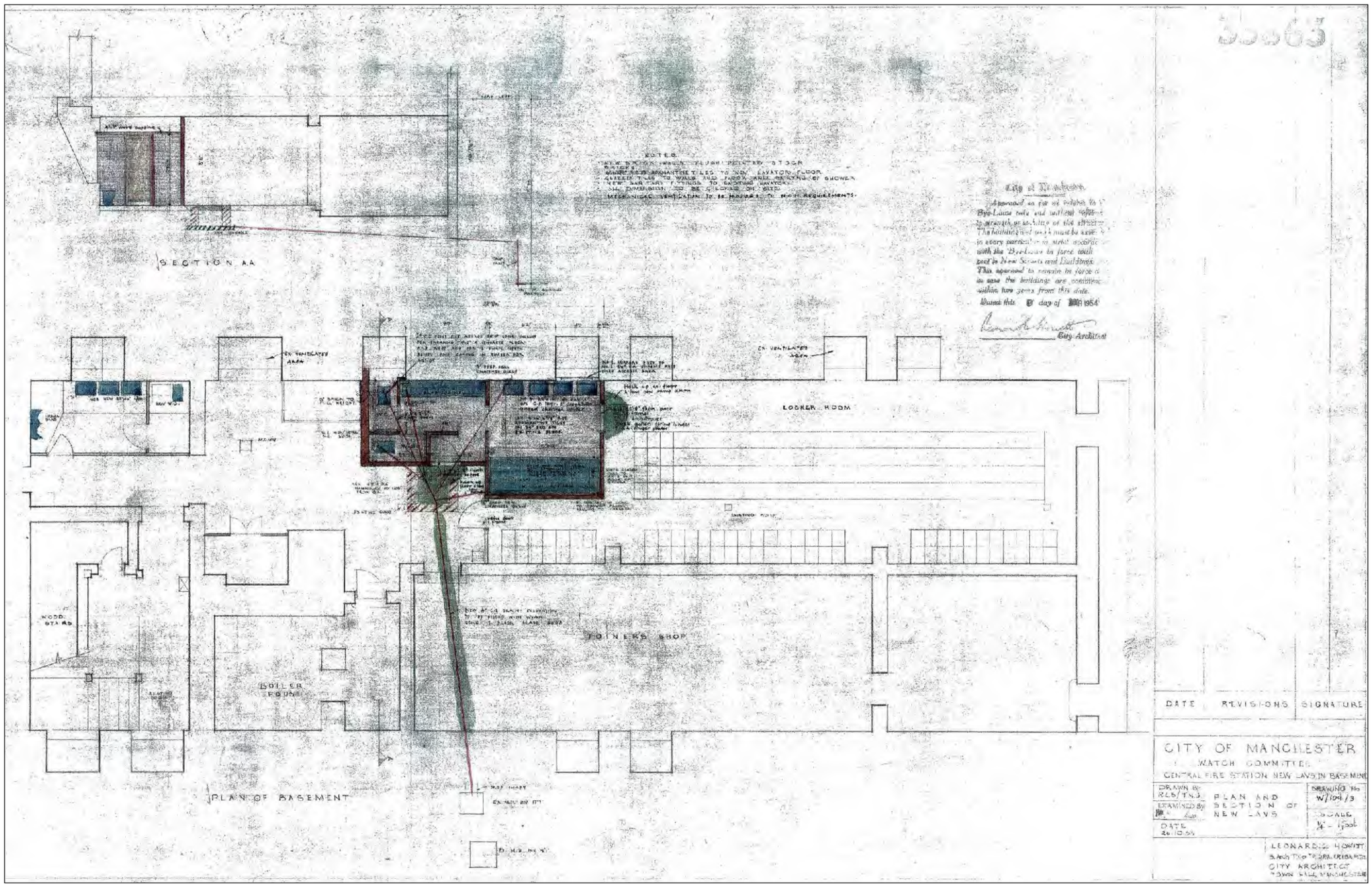
4.8 1954 Plans



Application Drawings. 1954_03_BlockPlan_Alterations to 1st floor. Position of first floor alterations.

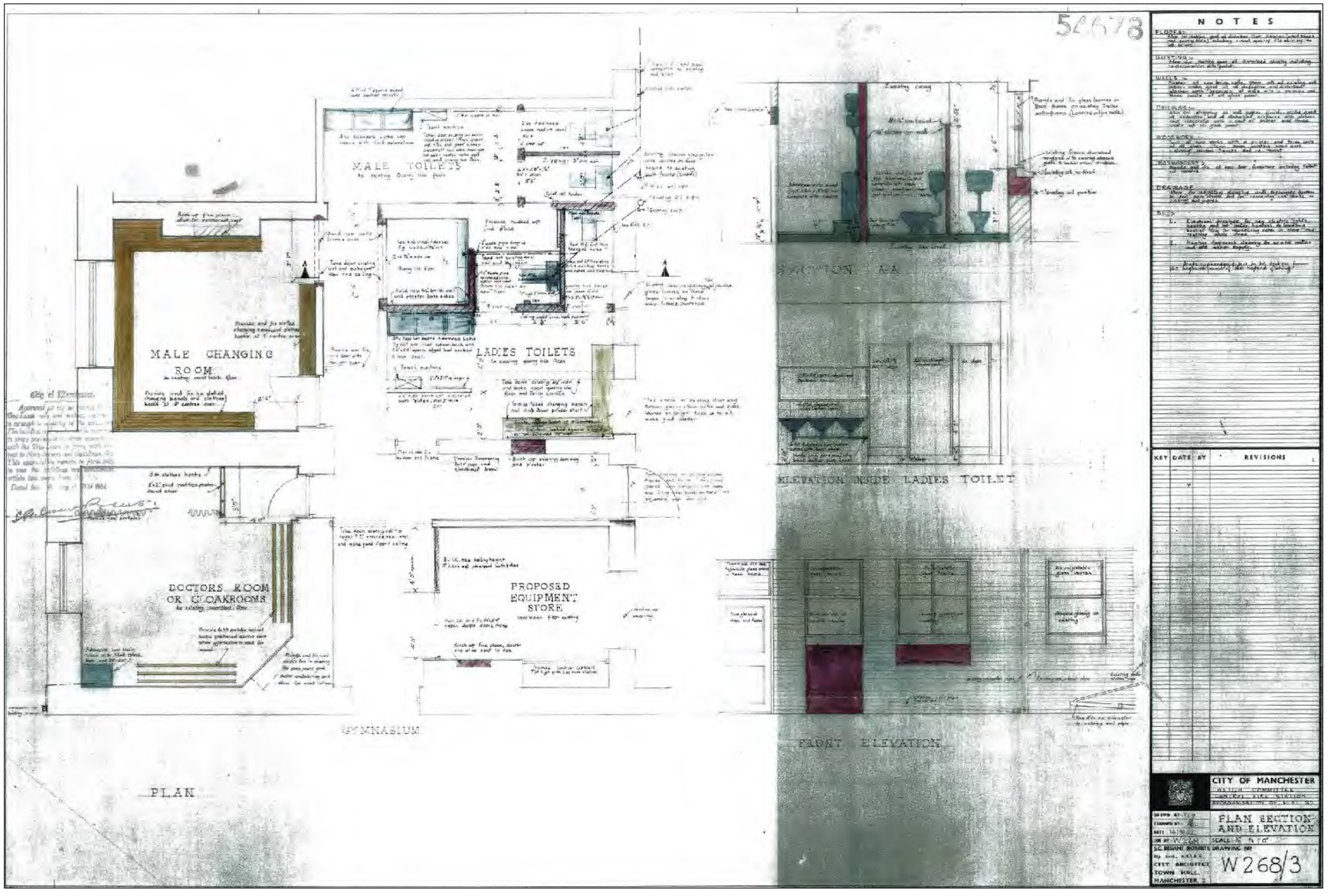


Application Drawings. 1954_03_1st Floor. Alterations to Flats 1/3to 1/7. Fairfield Street side.

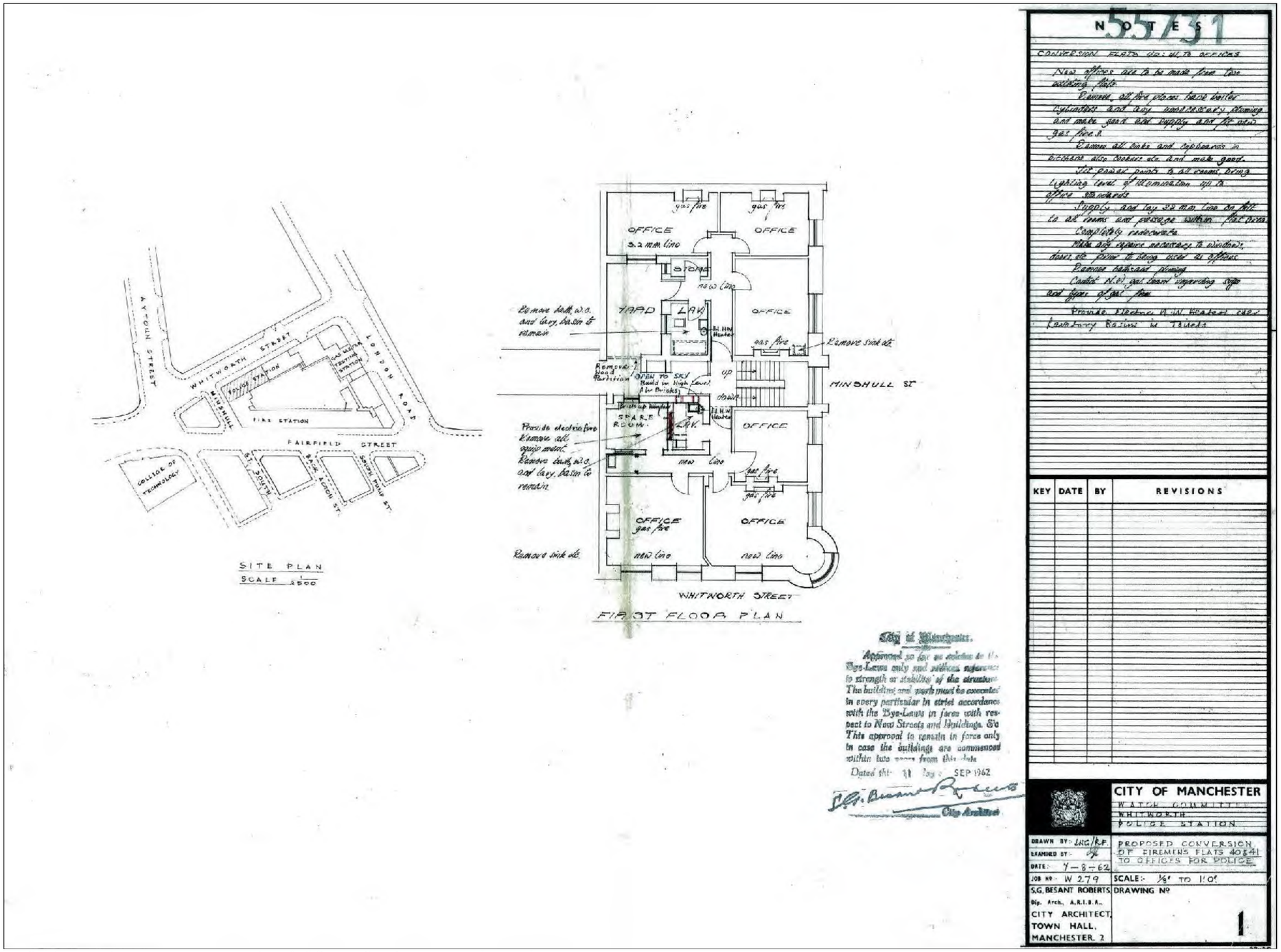


Application Drawings. 1954_03_Plan&Section

4.9 1962 Plans

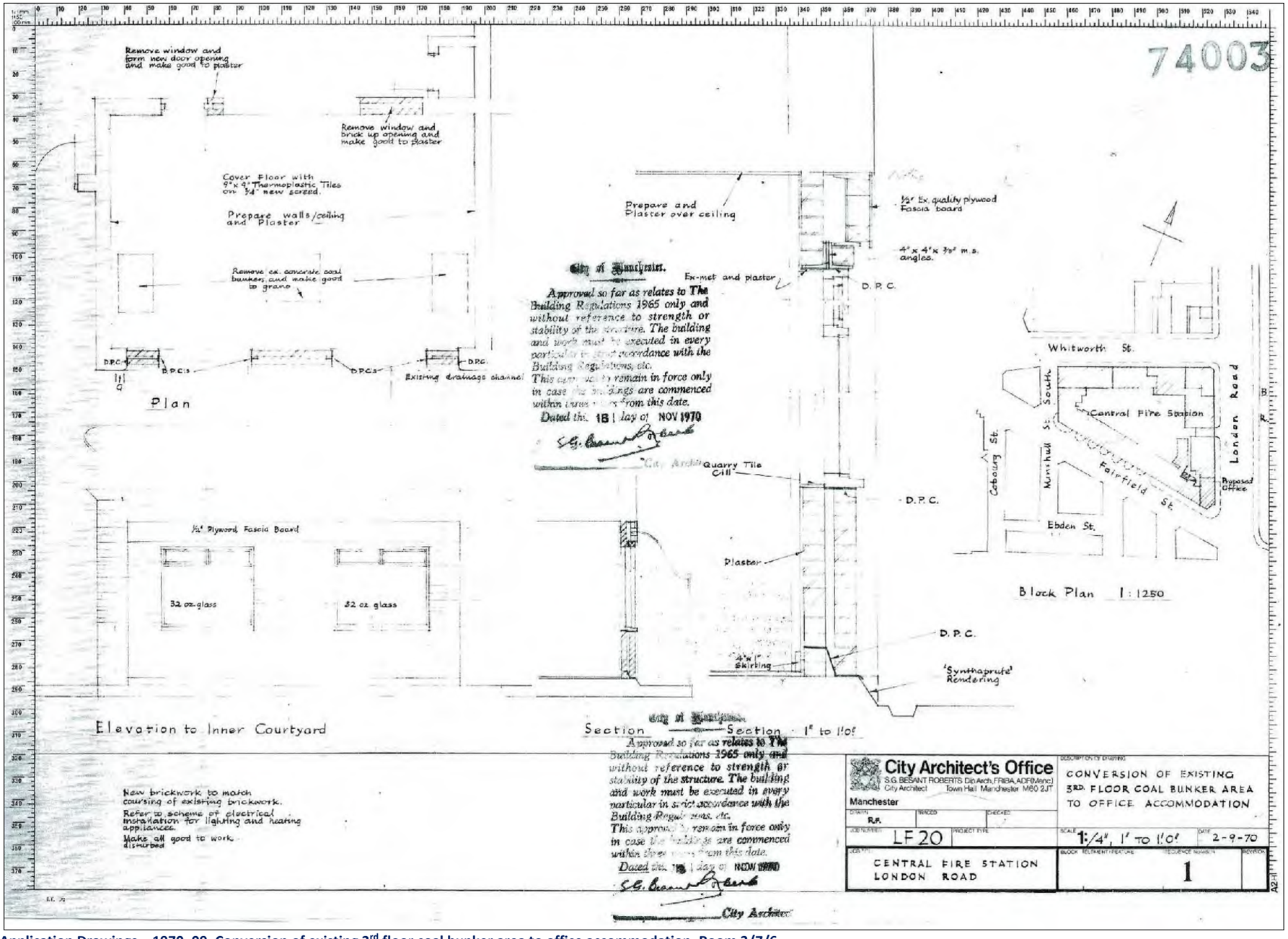


Application Drawings. 1962_03_Alterations to second floor, Rooms 2/16/1, 2/16/2, 2/16/8, 2/16/9 and 2/16/10.



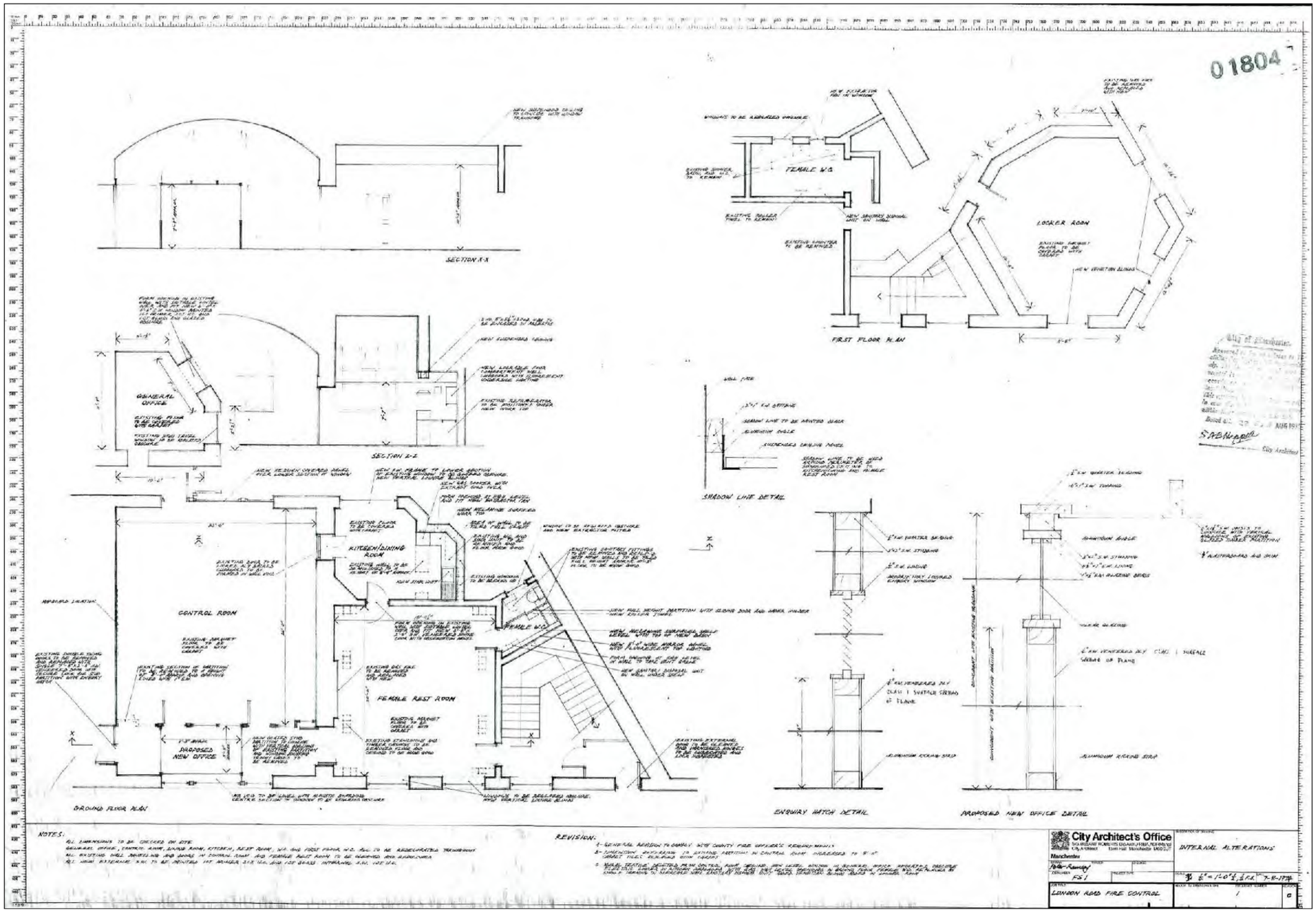
Application Drawings. 1962_09_Conversion of 1st floor Police Flats. Rooms 1/15 to 1/26

4.10 1970 Plan

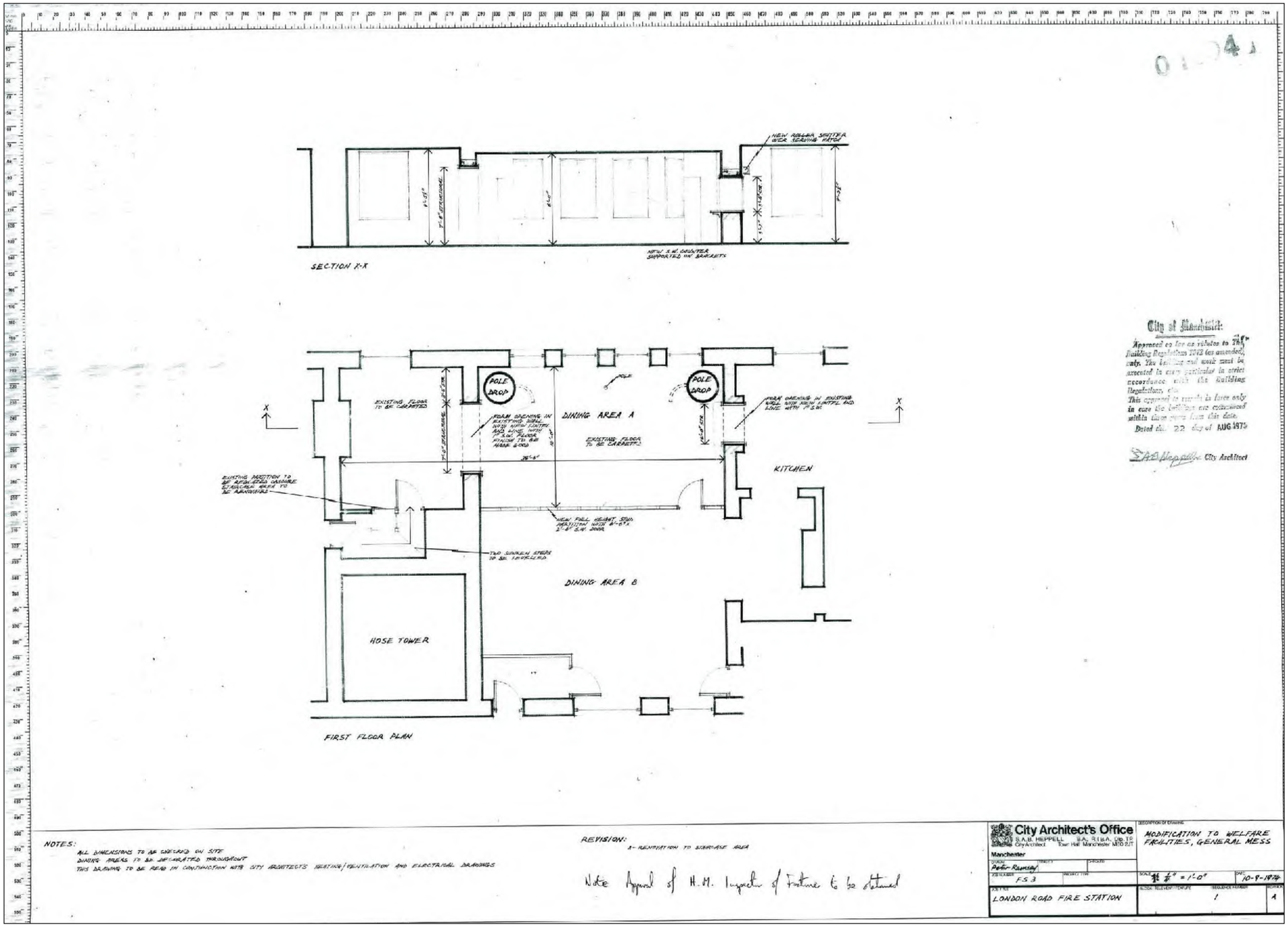


Application Drawings. 1970_09_Conversion of existing 3rd floor coal bunker area to office accommodation. Room 3/7/6

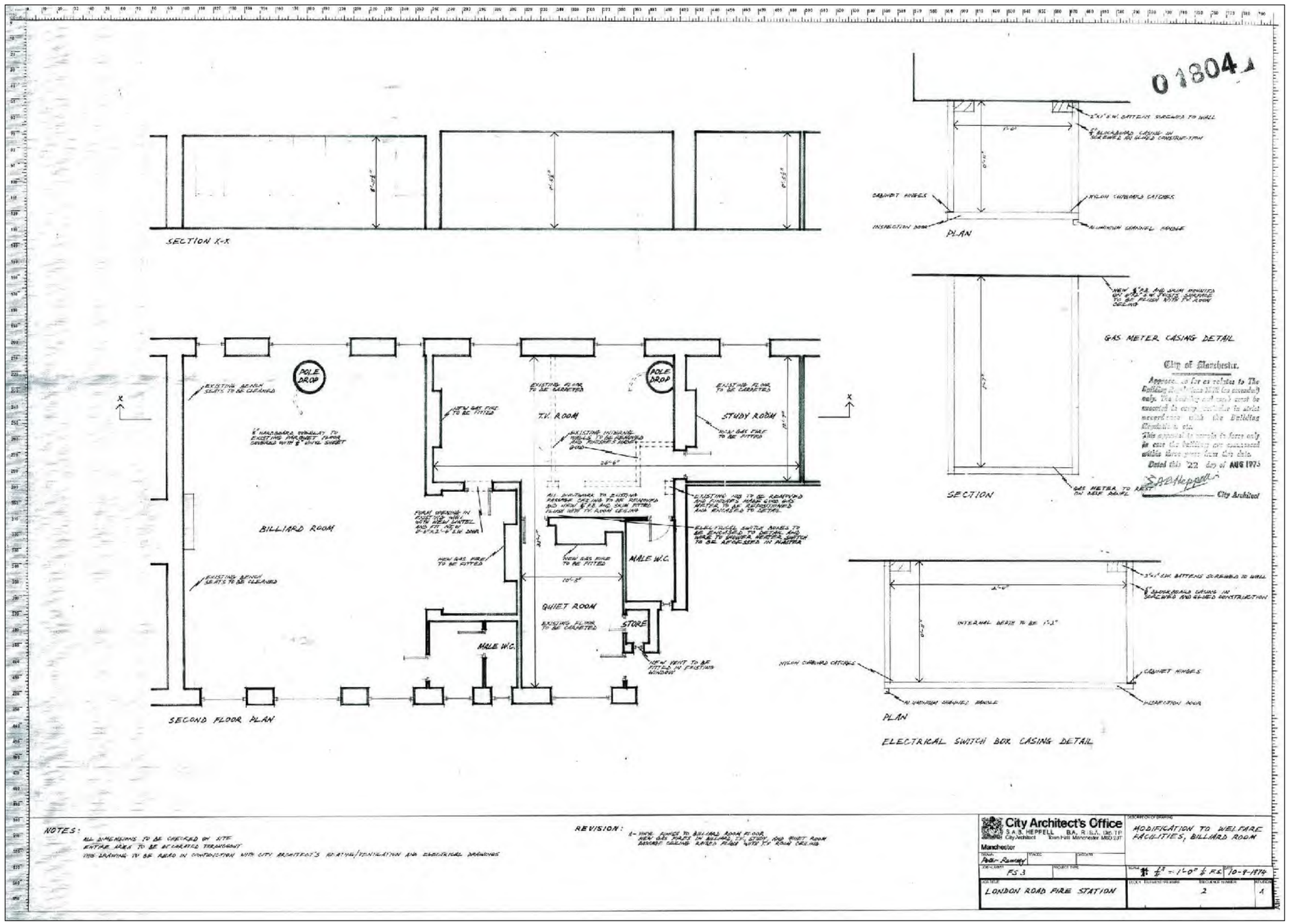
4.11 1975 Plan



Application Drawings. 1975_08_Internal_Alterations_Ground (Rooms G/10 to G/14) and First (Room 1/2/6) Floors



Application Drawings. Alterations_1st Floor. Modification to welfare facilities, general mess. Rooms 1/1,1/2 and 1/3.



Application Drawings. 1975_08_Alterations_2nd Floor. Modification to welfare facilities, Billiard Room. Flats 2/5 and 2/6.

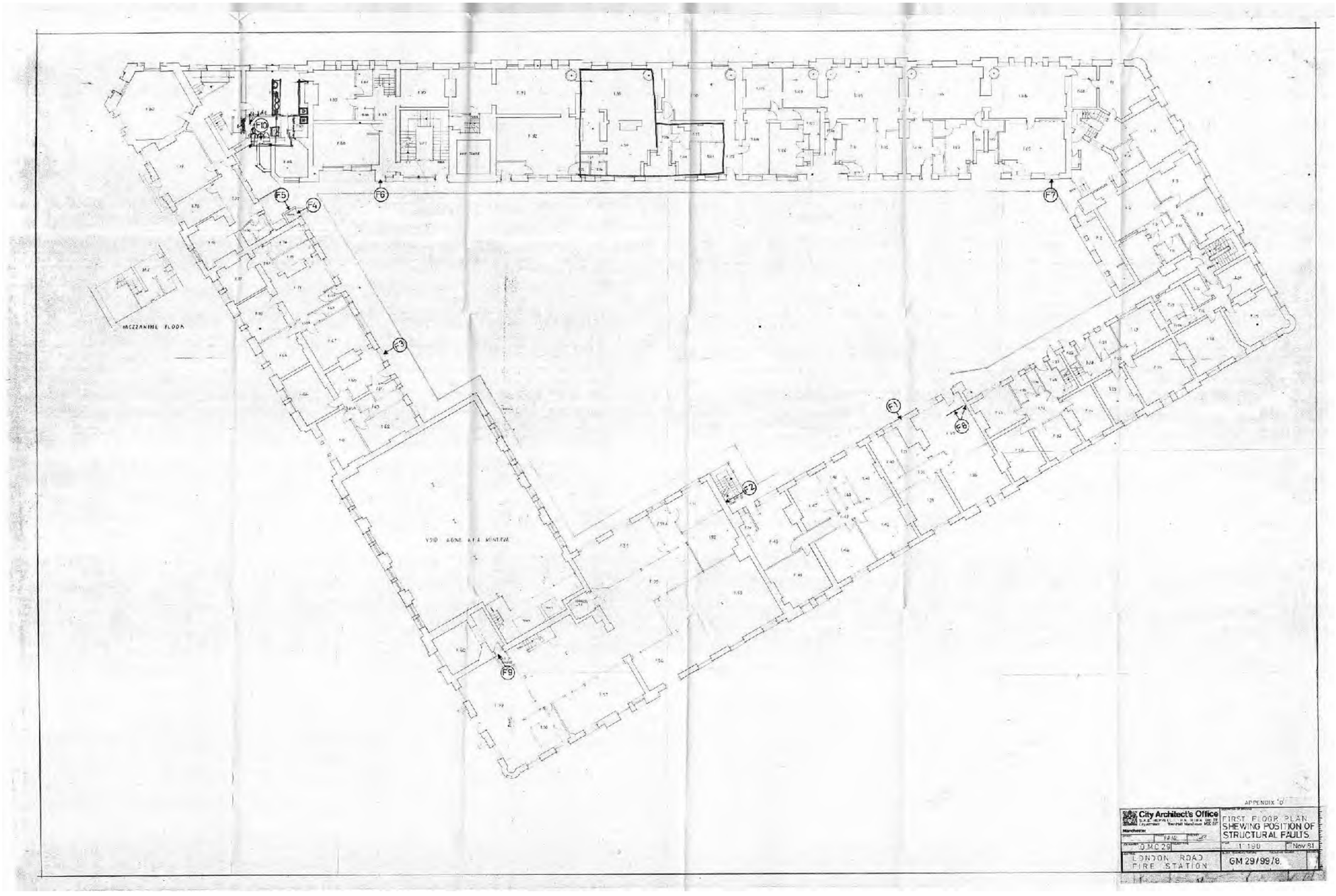
4.12 1981 Plan



Application Drawings. Third floor plan showing position of structural faults



Application Drawings. Second floor plan showing position of structural faults



Application Drawings. First floor plan showing position of structural faults

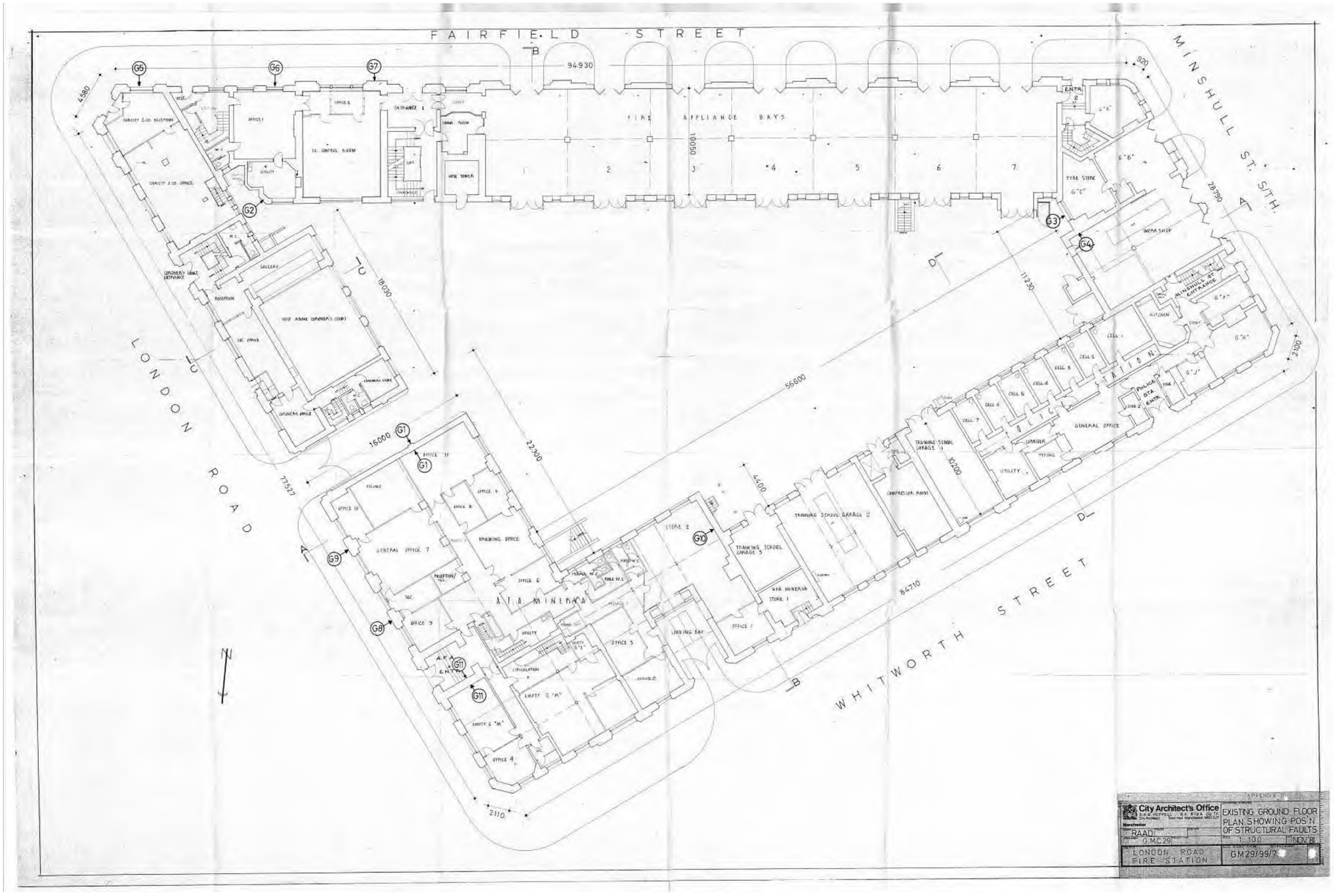
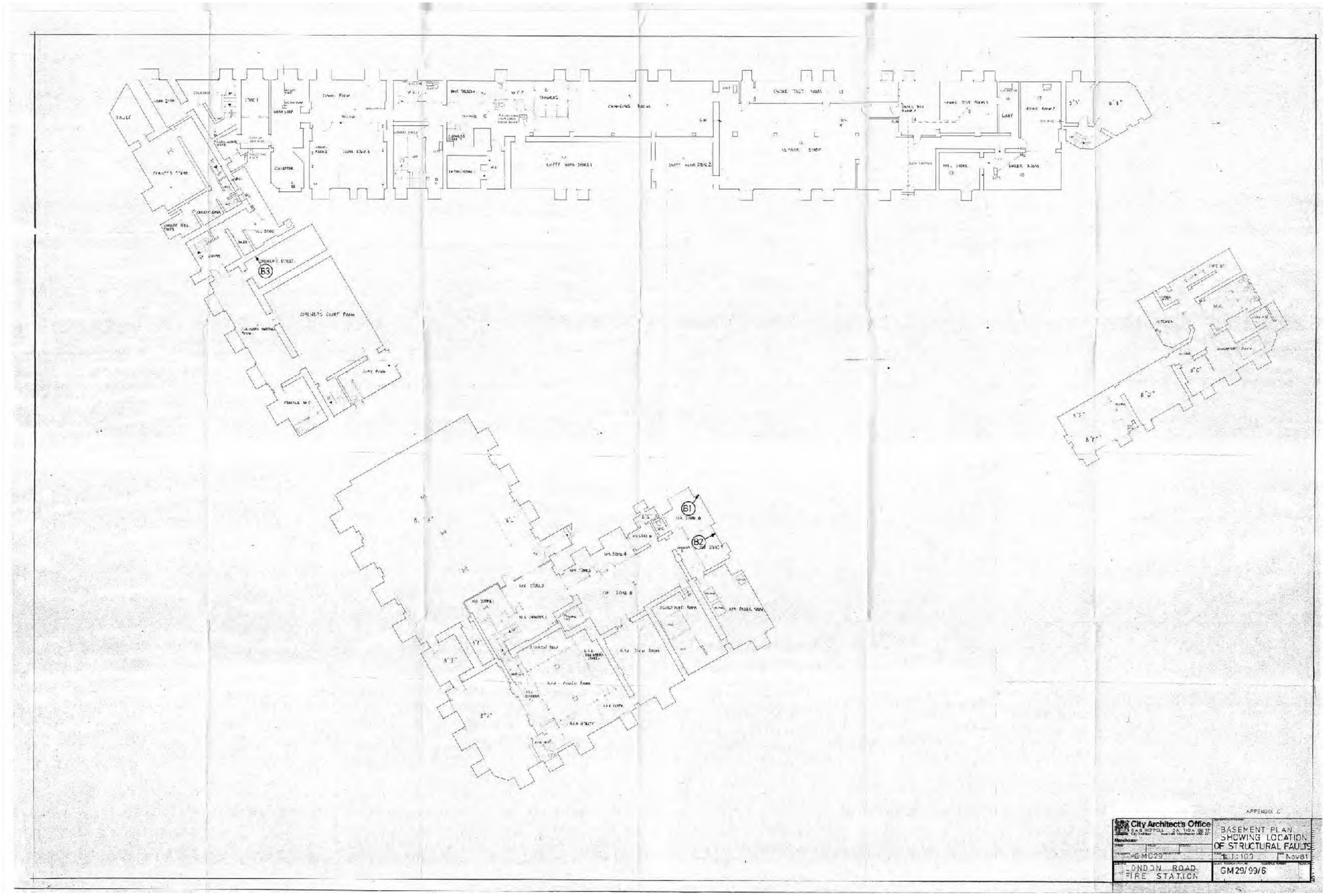
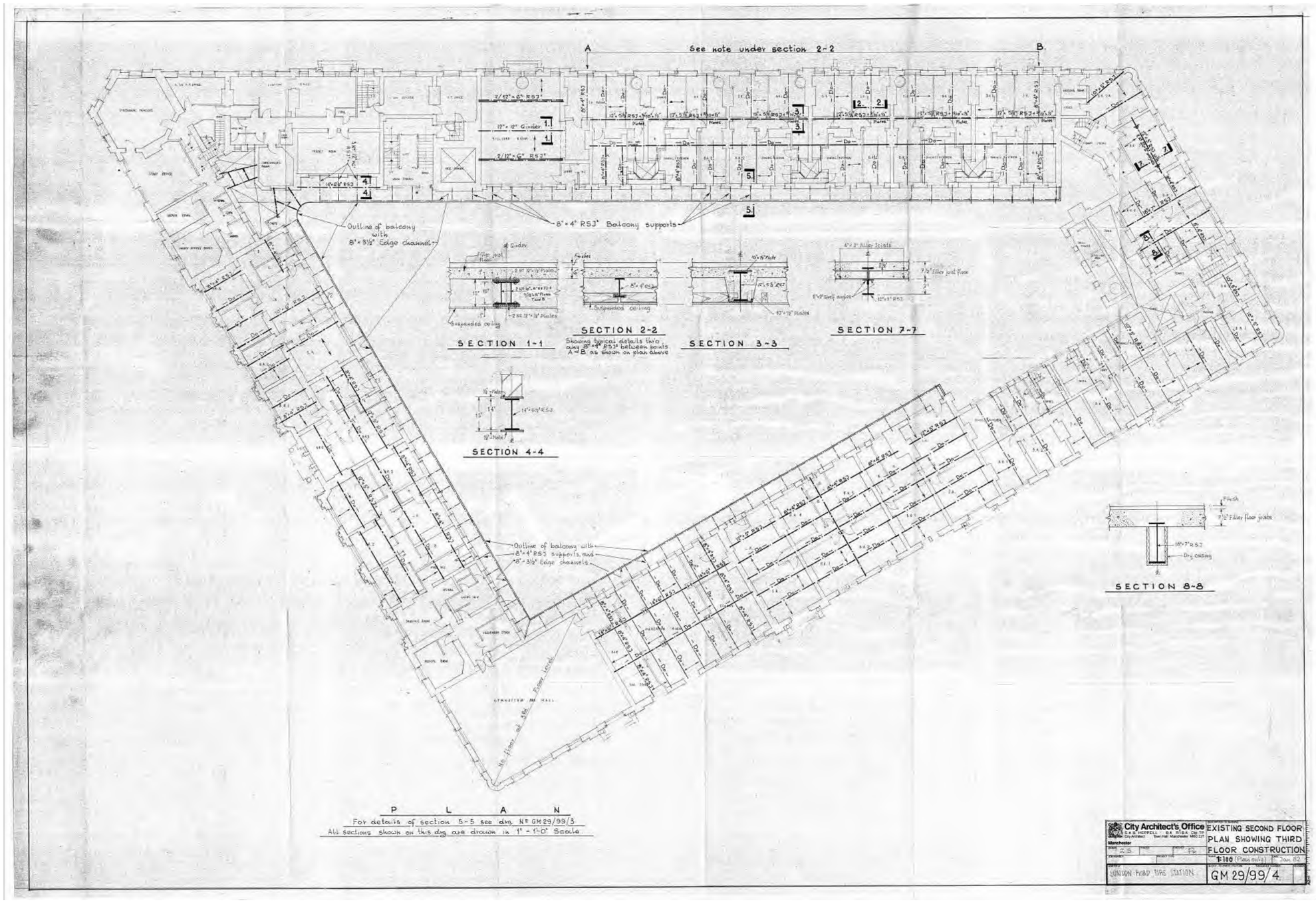


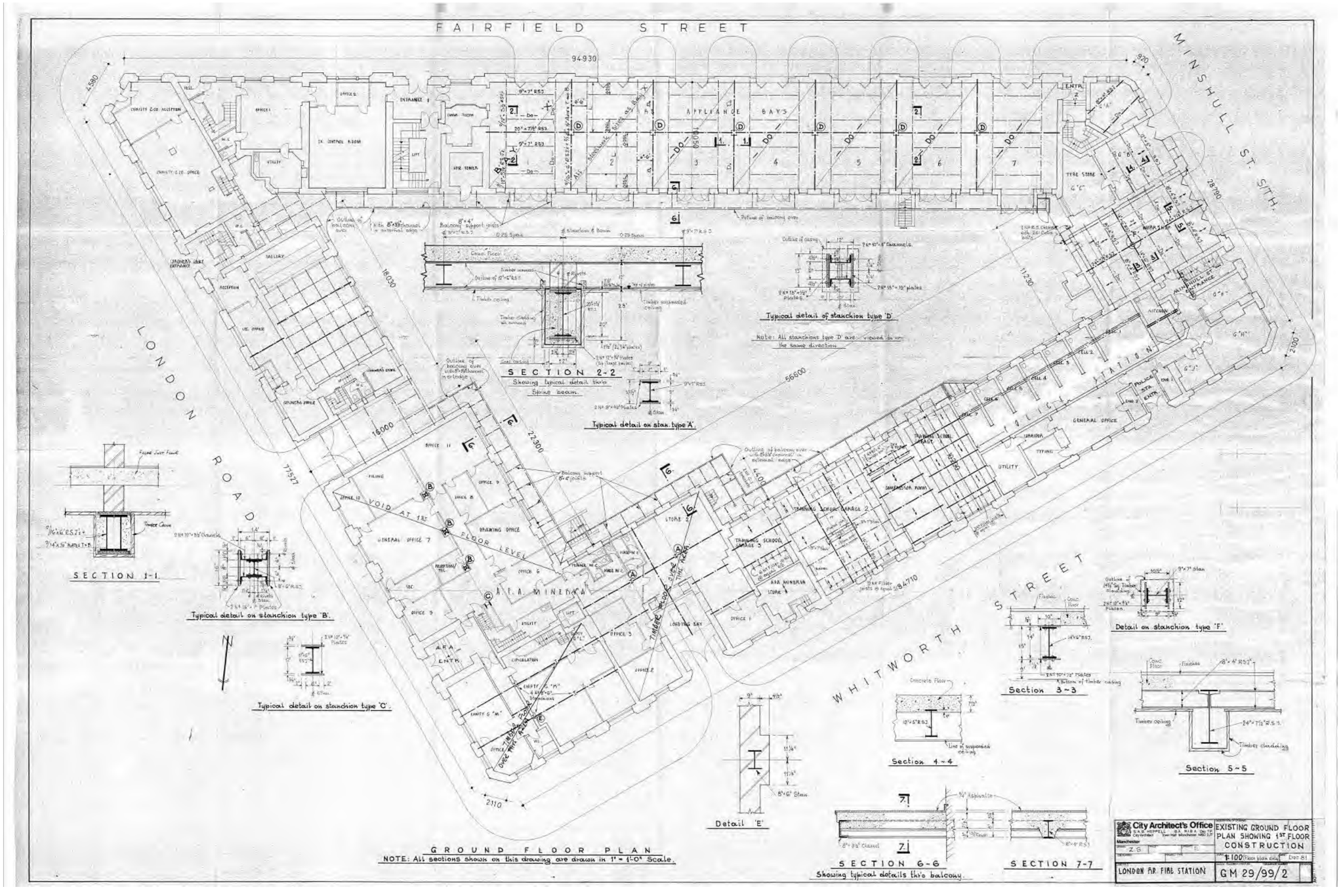
Fig. 52 Ground floor plan showing position of structural faults



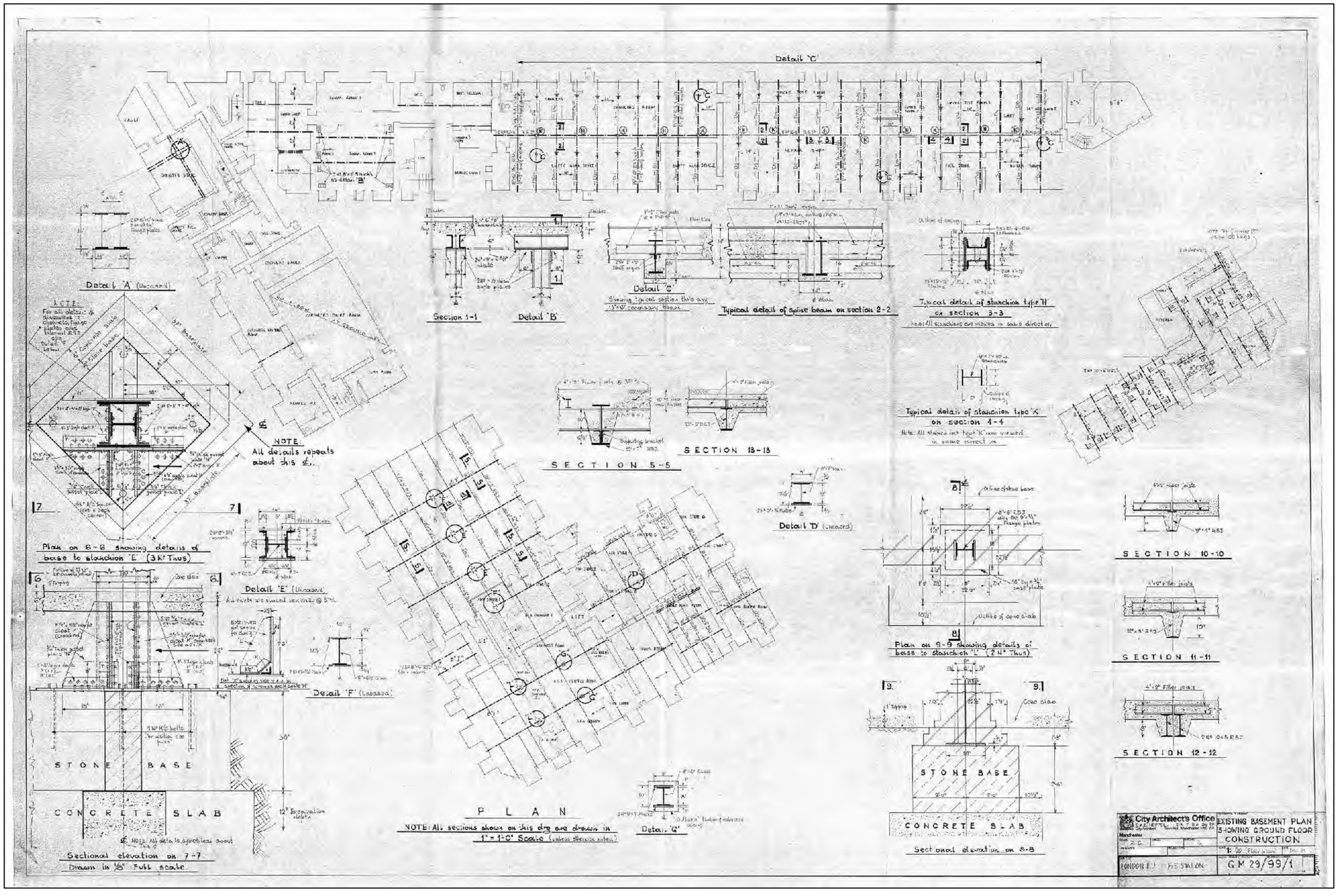
Application Drawings. Basement floor plan showing position of structural faults



Application Drawings. Existing second floor plan showing third floor construction



Application Drawings. Existing ground floor plan showing first floor construction



Application drawings. Existing basement floor plan showing ground floor construction

5.1 Historic Photographs

The following views **(Figures 1 – 19)** illustrate aspects of the London Road Fires Stations development from its initial development and were used to inform the conservation and design options.

The images were largely sourced from a range of archives including Manchester Archives in 2010, with the appropriate consents.



Figure 1. 1906 London Road and Fairfield Street Junction (Source: Manchester Libraries).



Figure 2. 1906 Corner of London Road and Whitworth Street – The Building nearing completion.



Figure 3. April 1906. London Road - The building nearing completion (Source: Manchester Libraries)



Figure 4. c1906 The Duty Room (Source: Bonner RF and Dwan J "The Finest Fire Station in This Round World").

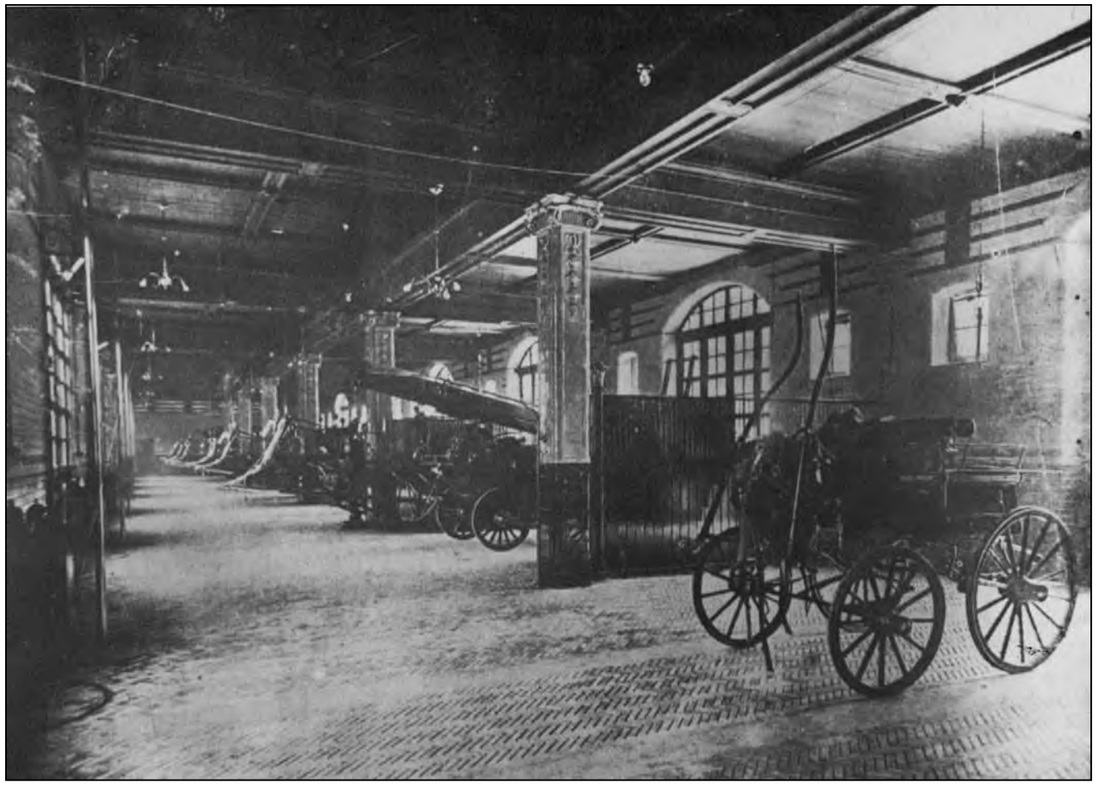


Figure 5. 1906 Engine Room (Source: Bonner RF and Dwan J “The Finest Fire Station in This Round World”)



Figure 6. 1906 postcard.



Figure 7. 1908 postcard street-view. (m55902).



Figure 8. 1938 Courtyard.

© Stephen Levrant Heritage Architecture Ltd



Figure 9. Firefighting Appliances Auxiliary Fire Service 1939. Note surface to the courtyard (m09498).

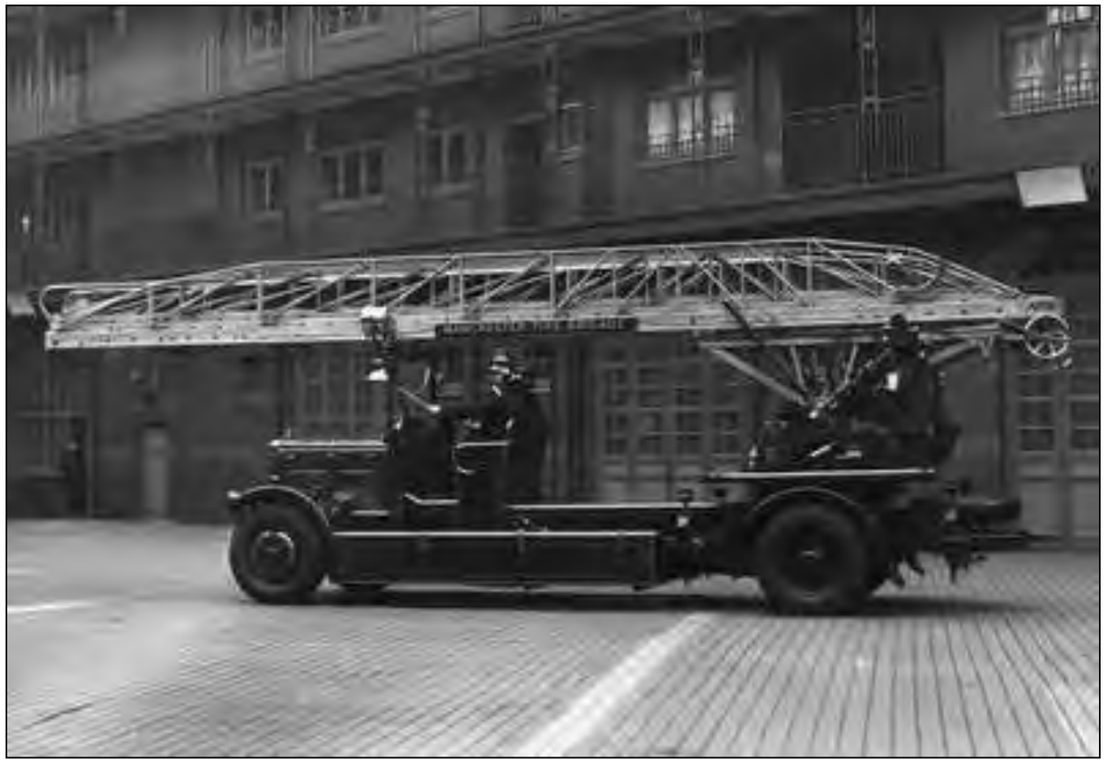


Figure 10. Firefighting Appliances Auxiliary Fire Service, 1939 (m09498 1939) showing the fenestration and surface materials.



Figure 11.
Fire appliance, 1941.
Showing the fenestration pattern and courtyard surface materials.

© Stephen Levrant Heritage Architecture Ltd

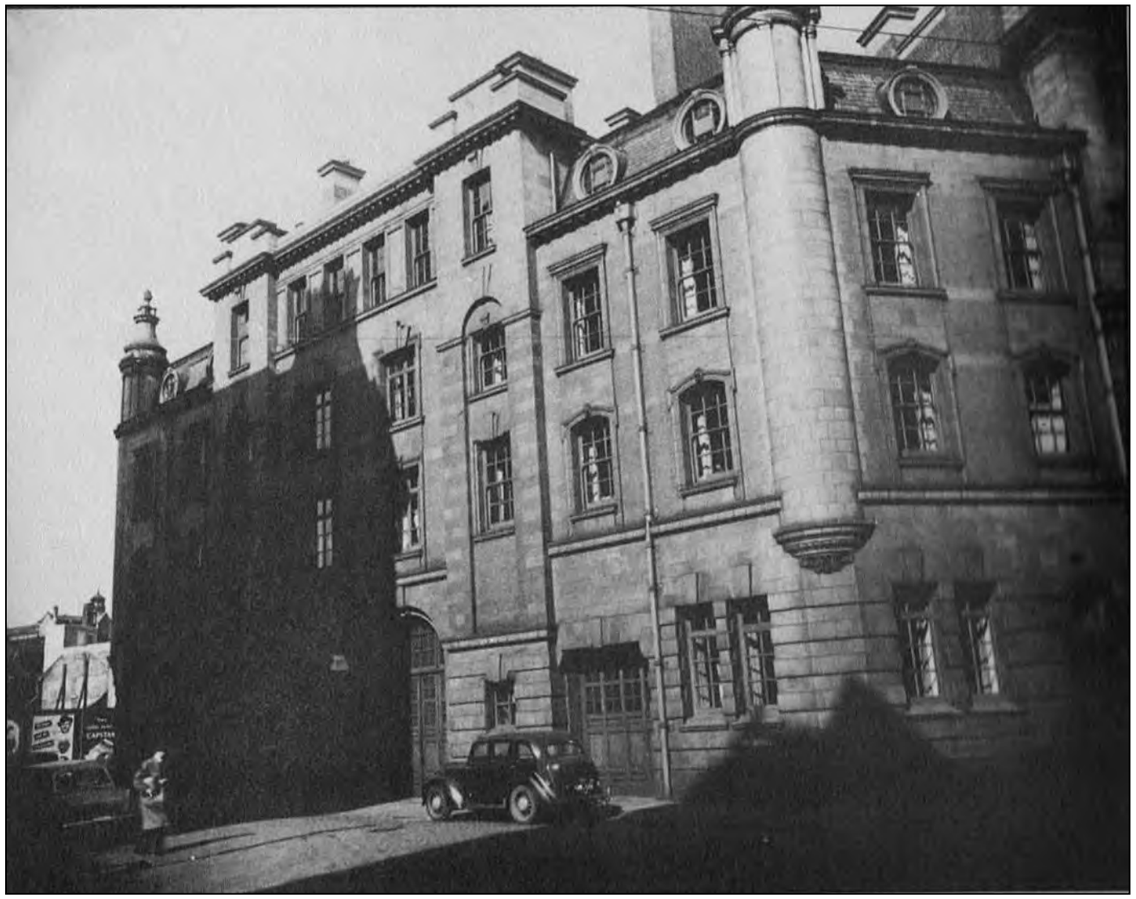


Figure 12. c1940 Minshull Street South Elevation (Source: Bonner RF and Dwan J "The Finest Fire Station in This Round World"). Showing the entrance to the Chief Officer's garage.



Figure 13. c1940 London Road / Fairfield Street Junction.

© Stephen Levrant Heritage Architecture Ltd



Figure 14. 1959 London Road (Source: Manchester Libraries)



Figure 15. 1960 London Road West (Source: Manchester Libraries)

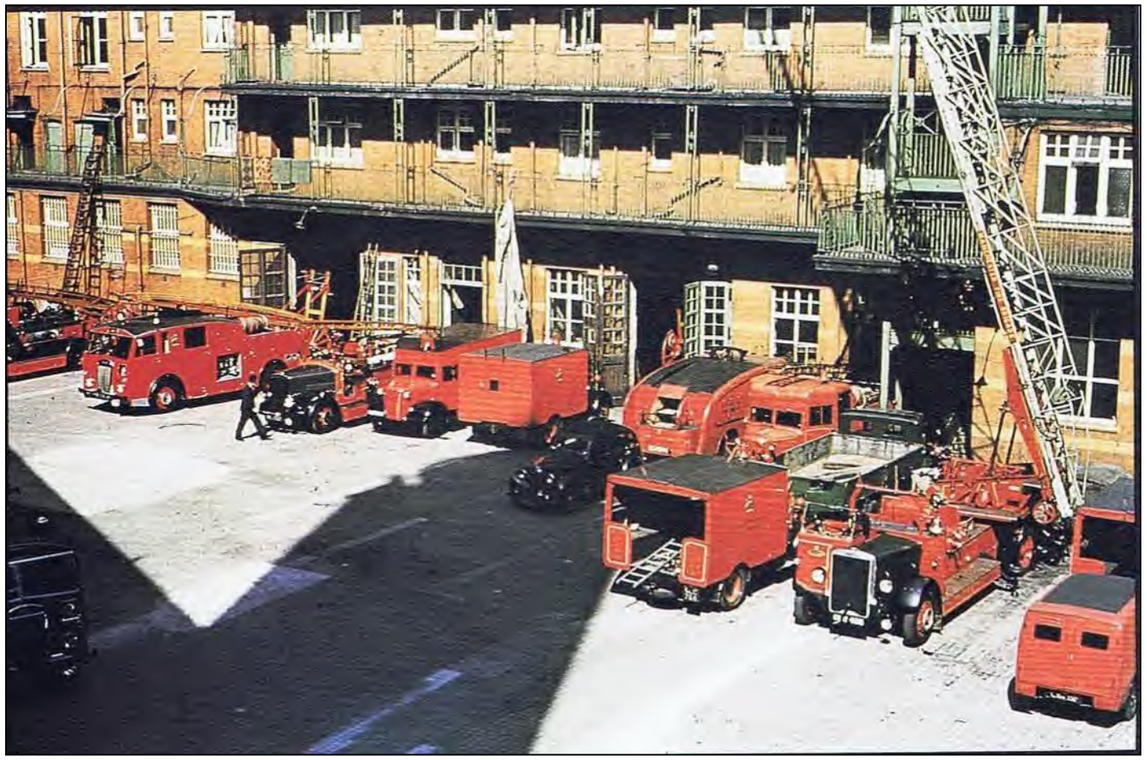


Figure 16. Courtyard 1950s.



Figure. 17. -1960 London Road West (Source: Manchester Libraries)

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Figure. 18 C1969 The Courtyard (Source: Bonner RF and Dwan J “The Finest Fire Station in This Round World”)



Figure 19. - C 1970s The Corner of London Road and Fairfield Street.

© Stephen Levrant Heritage Architecture Ltd

5.2 Comparative photographs.

The following views (**Figures 20 to 199**) compare historic views of the key spaces discussed in the Significance Appraisal, Part 1, Volume 1 with the site as surveyed in 2010. These include comparison undertaken in 2010 with the survey undertaken by the Royal Commission on the Historical Monuments of England (1985). These are a record of the change as the building has been cleared since 2017 and a series of essential repair works are currently in progress.



Figure. 20 – Gymnasium in 1914.



Figure 21. SLHA. Gymnasium © Stephen Levrant Heritage Architecture Date February 2010.

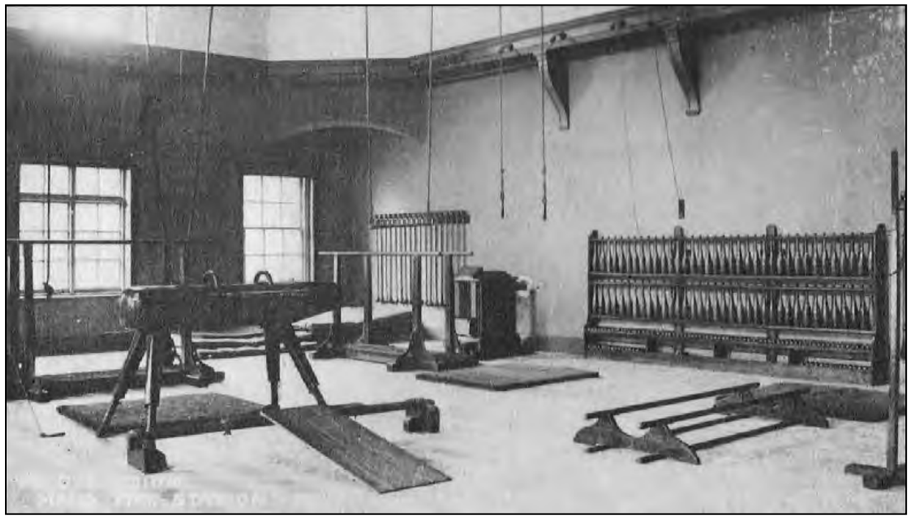


Figure 22. c1906. The Gymnasium (Source: Bonner RF and Dwan J "The Finest Fire Station in This Round World")



Figure. 23. Gymnasium © Stephen Levrant Heritage Architecture Date February 2010.



Figure 24. The Gameswell Control room 1909.



Figure 25. Control Room © Stephen Levrant Heritage Architecture Date February 2010

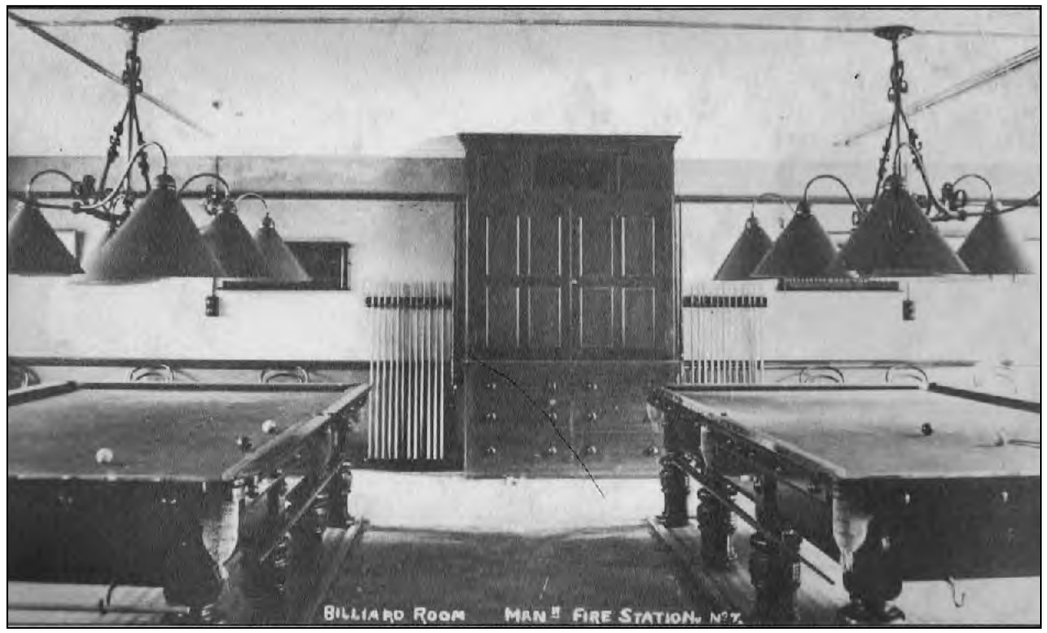


Figure 26. - C1906 Billiard Room (Source: Bonner RF and Dwan J "The Finest Fire Station in This Round World")



Figure 27. - Billiard Room © Stephen Levrant Heritage Architecture Date February 2010



Figure 28. - 1915 Courtyard (Source: Bonner RF and Dwan J "The Finest Fire Station in This Round World")



Figure 29. Courtyard © Stephen Levrant Heritage Architecture Date February 2010



Figure 30. 1921 Chief Superintendent Arthur Ready Corlett in his office (Latterly the Rider ADO's office) (Source: Bonner RF and Dwan J "The Finest Fire Station in This Round World")



Figure 31 Room.G.12 Chief Officer Room © Stephen Levrant Heritage Architecture Date February 2010



Figure 32. 1938 Engine Room (Source: Manchester Libraries)



Figure 33. Engine House © Stephen Levrant Heritage Architecture Date February 2010



Figure 33. 1940 Control Room (Source: Manchester Libraries)



Figure 34. Control Room © Stephen Levrant Heritage Architecture Date February 2010



Figure 35 - 1986_RCHME_BB93_13703 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Fig. 36 – 2010_ SLHA_ London Road-Fairfield Street Corner © Stephen Levrant Heritage Architecture Date February 2010



Figure 37 1986_RCHME_BB93_13704 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Figure 38. Minshull Street – Fairfield Street Corner © Stephen Levrant Heritage Architecture Date February 2010



Figure 39. 1986_RCHME_BB93_13705 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Figure 40. London Road- Whitworth Street Corner © Stephen Levrant Heritage Architecture Date February 2010



Figure 41. 1986_RCHME_BB93_13706 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Figure 42. Whitworth Street Elevation © Stephen Levrant Heritage Architecture Date February 2010



Figure 43. 1986_RCHME_BB93_13708 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Figure 44. London Road – Fairfield Street Corner © Stephen Levrant Heritage Architecture Date February 2010



Figure 45. 1986_RCHME_BB93_13709 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Figure 46. Fairfield Elevation © Stephen Levrant Heritage Architecture Date February 2010

© Stephen Levrant Heritage Architecture Ltd



Figure 47- 1986_RCHME_BB93_13711 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Figure 48. Fire Brigade Head Quarters Entrance © Stephen Levrant Heritage Architecture Date February 2010



Figure 49. 1986_RCHME_BB93_13712 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Figure 50. London Road Elevation © Stephen Levrant Heritage Architecture Date February 2010

Fig. 51 - 1986_RCHME_BB93_13713 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986





Fig. 52 – 2010_ SLHA_ Coroner's Court Entrance © Stephen Levrant Heritage Architecture Date February 2010



Fig. 53 - 1986_RCHME_BB93_13714 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Fig. 54. Roof Tower © Stephen Levrant Heritage Architecture Date February 2010

Fig. 55. - 1986_RCHME_BB93_13716 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



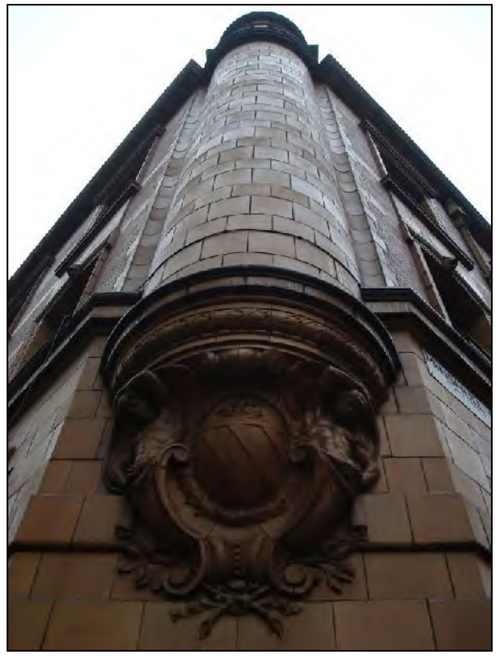
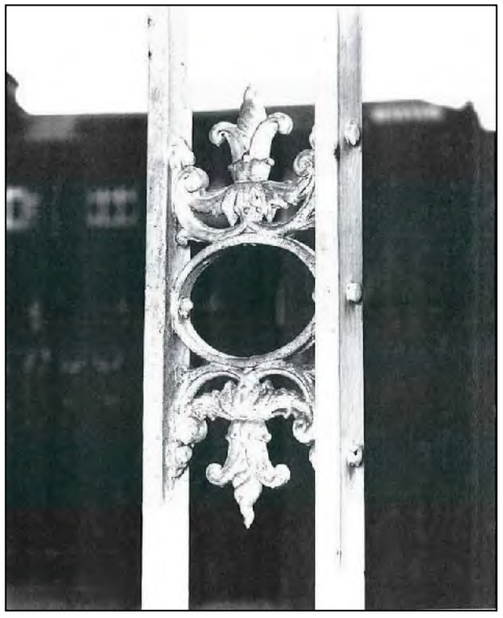


Fig. 56. Elevation Detail © Stephen Levrant Heritage Architecture Date February 2010

Fig. 57. - 1986_RCHME_BB93_13717 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986.



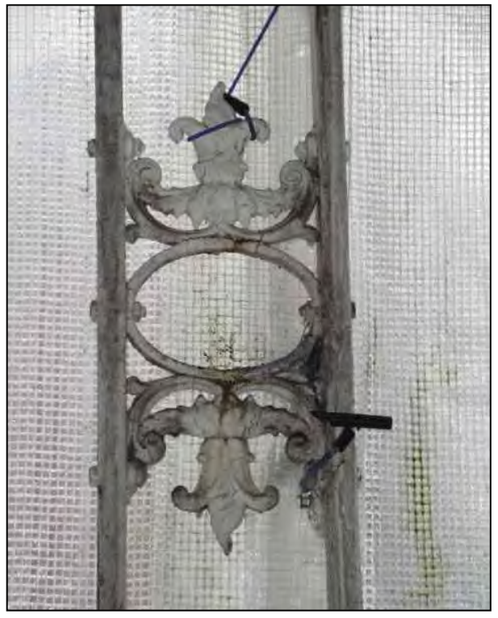


Fig. 58. Fence Detail © Stephen Levrant Heritage Architecture Date February 2010

Fig. 59 - 1986_RCHME_BB93_13718 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986

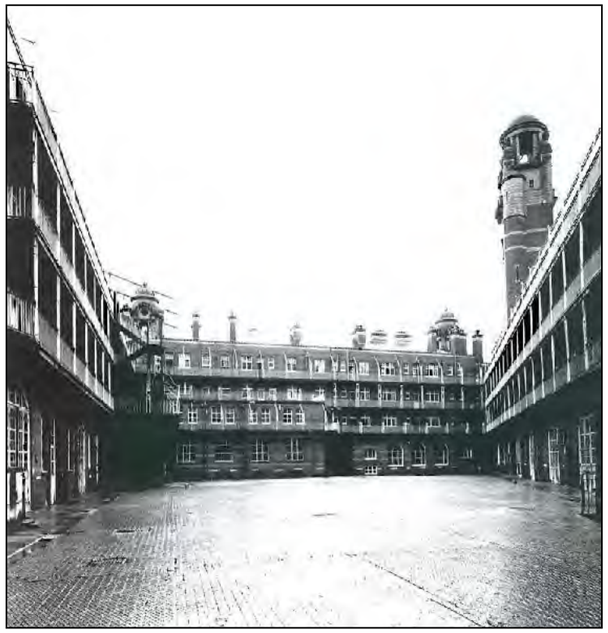




Fig. 60. Courtyard © Stephen Levrant Heritage Architecture Date February 2010



Fig. 61. - 1986_RCHME_BB93_13720 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Fig. 62. Courtyard © Stephen Levrant Heritage Architecture Date February 2010

Fig. 63. - 1986_RCHME_BB93_13721 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986





Fig. 64. Courtyard © Stephen Levrant Heritage Architecture Date February 2010



Fig. 65.- 1986_RCHME_BB93_13722 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986

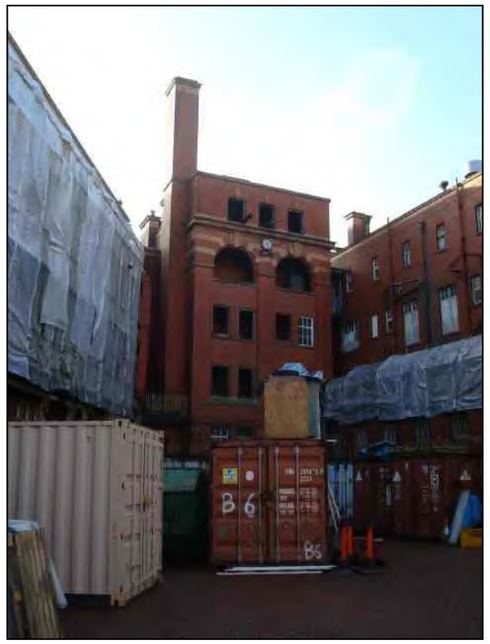


Fig. 66. Courtyard © Stephen Levrant Heritage Architecture Date February 2010

Fig. 66. - 1986_RCHME_BB93_13723 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August





Fig. 67 – 2010_ SLHA_ First Floor Balcony © Stephen Levrant Heritage Architecture Date February 2010



Fig. 68 - 1986_RCHME_BB93_13724 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Fig. 69 – – 2010_ SLHA_ 2nd Floor Balcony © Stephen Levrant Heritage Architecture Date February 2010

Fig. 70. - 1986_RCHME_BB93_13726 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986





Fig. 71.
G.30 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 72 - 1986_RCHME_BB93_13727 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4



Fig. 73 – G.30 © Stephen Levrant Heritage Architecture Date February 2010

Fig. 74 - 1986_RCHME_BB93_13728 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



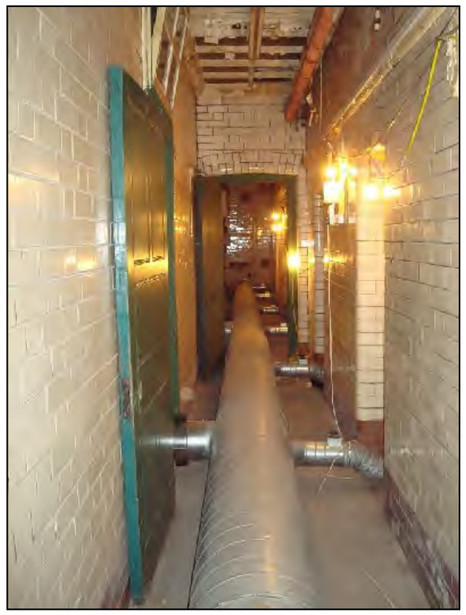


Fig. 75. _ G.36 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 76 - 1986_RCHME_BB93_13729 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Fig. 77. G.37 © Stephen Levrant Heritage Architecture Date February 2010.

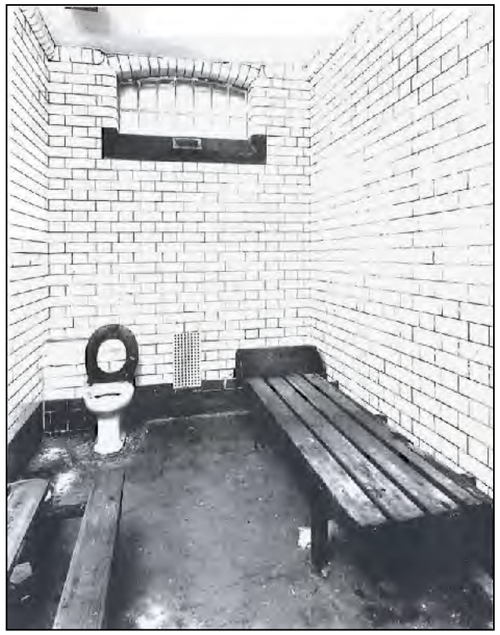


Fig. 78
1986_RCHME_BB93_13730 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986.



Fig. 79 – 2010_ SLHA_ G.37 © Stephen Levrant Heritage Architecture Date February 2010.



Fig. 80- 1986_RCHME_BB93_13730 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986.

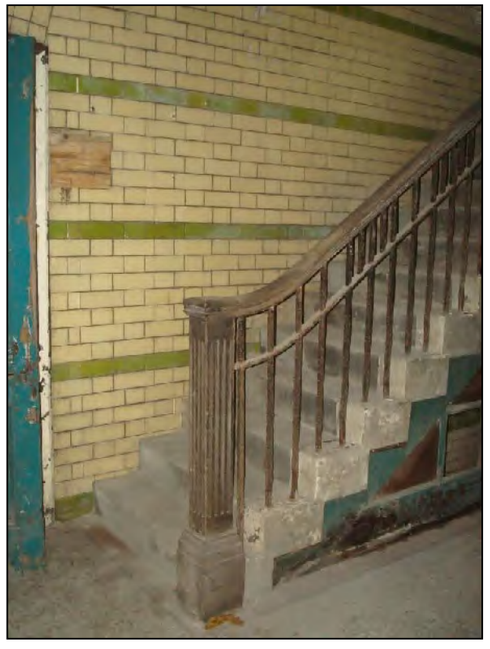


Fig. 81. G.23 © Stephen Levrant Heritage Architecture Date February 2010.



Fig. 82 - 1986_RCHME_BB93_13737 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Fig. 83. G.18 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 84 - 1986_RCHME_BB93_13733 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Fig. 85. G.18 © Stephen Levrant Heritage Architecture Date February 2010

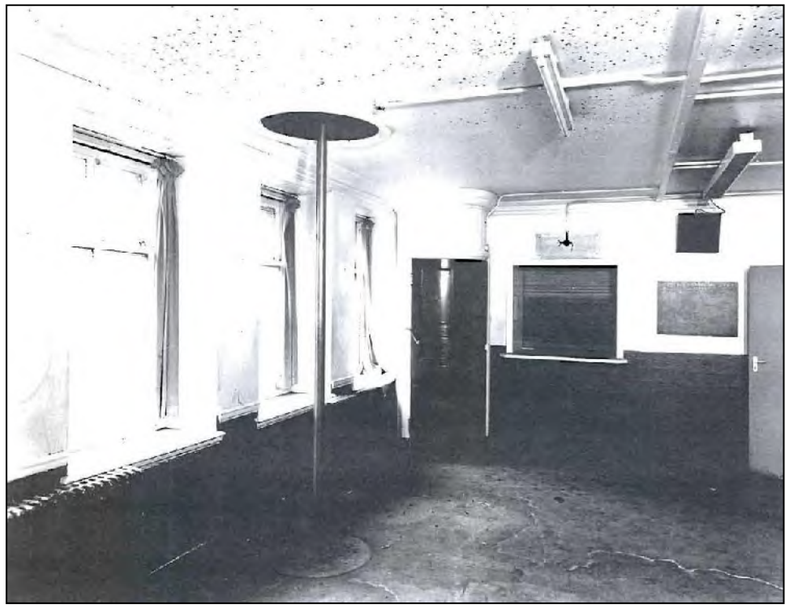


Fig. 86 - 1986_RCHME_BB93_13734 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Fig. 87 – © Stephen Levrant Heritage Architecture Date February 2010

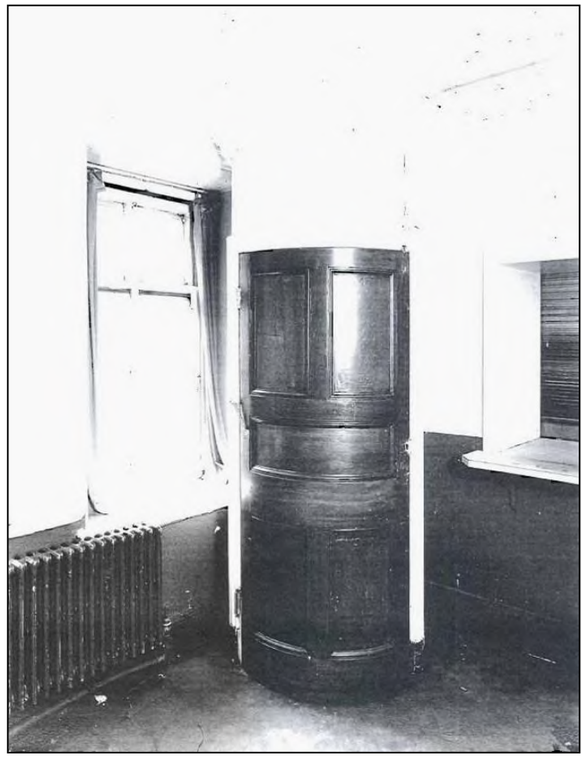


Fig. 88 - 1986_RCHME_BB93_13735 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Fig. 89 – 2010_ SLHA_1.3.2 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 90 - 1986_RCHME_BB93_13737 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Fig. 91. _ 1.2.5 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 92 - 1986_RCHME_BB93_13738 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Fig. 93 – 2010_ SLHA_ 1.2.7 © Stephen Levrant Heritage Architecture Date February 2010

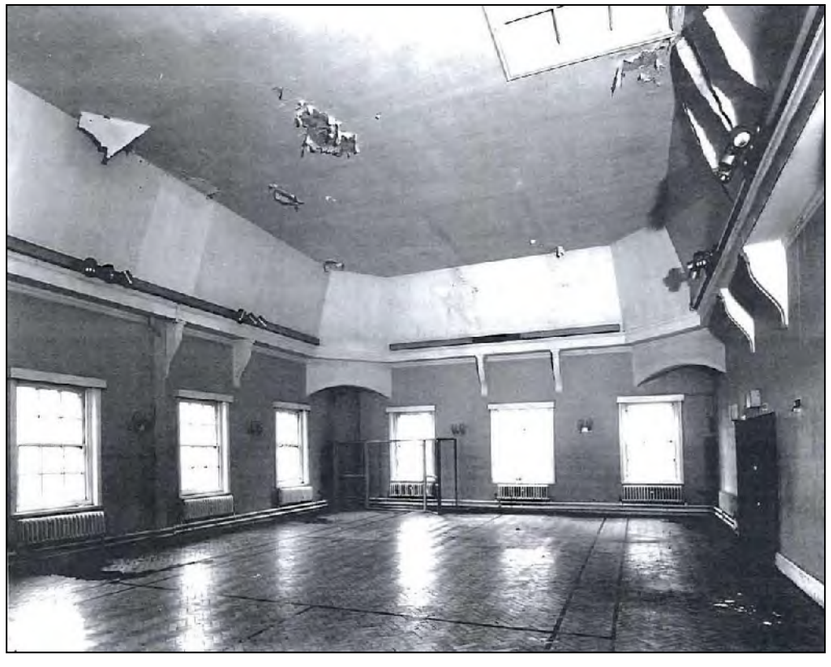


Fig. 94 - 1986_RCHME_BB93_13740 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Fig. 95 – 2010_ SLHA_ Gymnasium © Stephen Levrant Heritage Architecture Date February 2010



Fig. 96 - 1986_RCHME_BB93_13741 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Fig. 97. Laundry © Stephen Levrant Heritage Architecture Date February 2010

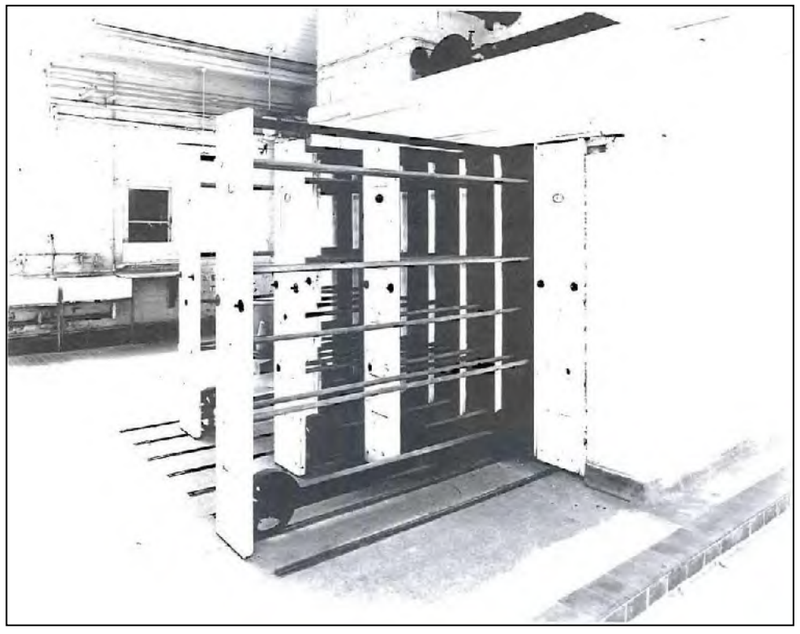


Fig. 98 - 1986_RCHME_BB93_13742 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date 4 August 1986



Fig. 99. Laundry © Stephen Levrant Heritage Architecture Date February 2010.

Fig. 100 – 1993_RCHME_NBR_92301_W242_17 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993

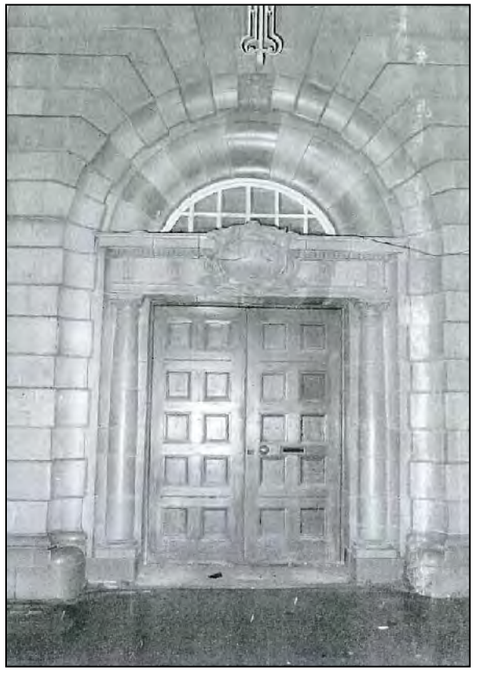




Fig. 101 _ Police Station Entrance © Stephen Levrant Heritage Architecture Date February 2010

Fig. 102 - 1993_RCHME_NBR-_92301_W242_15 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993





Fig. 103. Fire Brigade Head Quarters Coat of Arms © Stephen Levrant Heritage Architecture Date February 2010

Fig. 104 - 1993_RCHME_NBR-_92301_W242_12 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993





Fig. 105. _ Bank Entrance © Stephen Levrant Heritage Architecture Date February 2010

Fig. 106. 1993_RCHME_NBR_92301_T242_20 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993

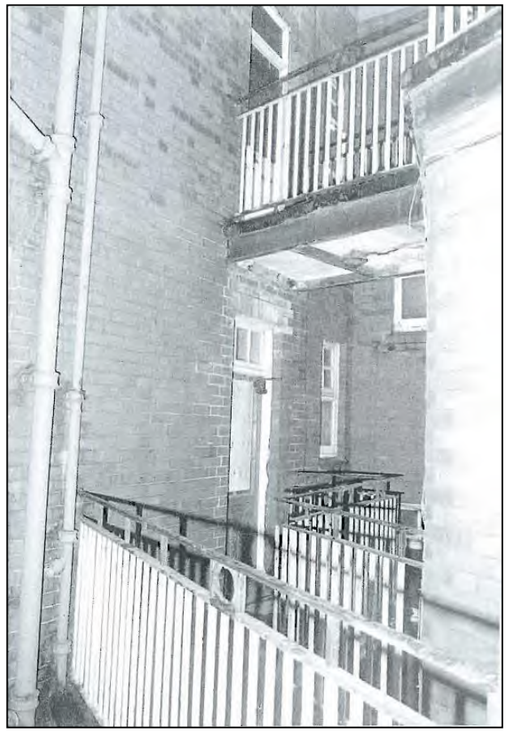




Fig. 107. 3rd Floor Balcony © Stephen Levrant Heritage Architecture Date February 2010



Fig. 108 - 1993_RCHME_NBR-_92301_242_9 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 109 – 2010_ SLHA_ 3.25.3 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 110 - 1993_RCHME_NBR_92301_L242_2 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 111 – 2010_ SLHA_ Laundry © Stephen Levrant Heritage Architecture Date February 2010



Fig. 112 - 1993_RCHME_NBR_92301_L242_3 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 113 – 2010_ SLHA_ Laundry © Stephen Levrant Heritage Architecture Date February 2010

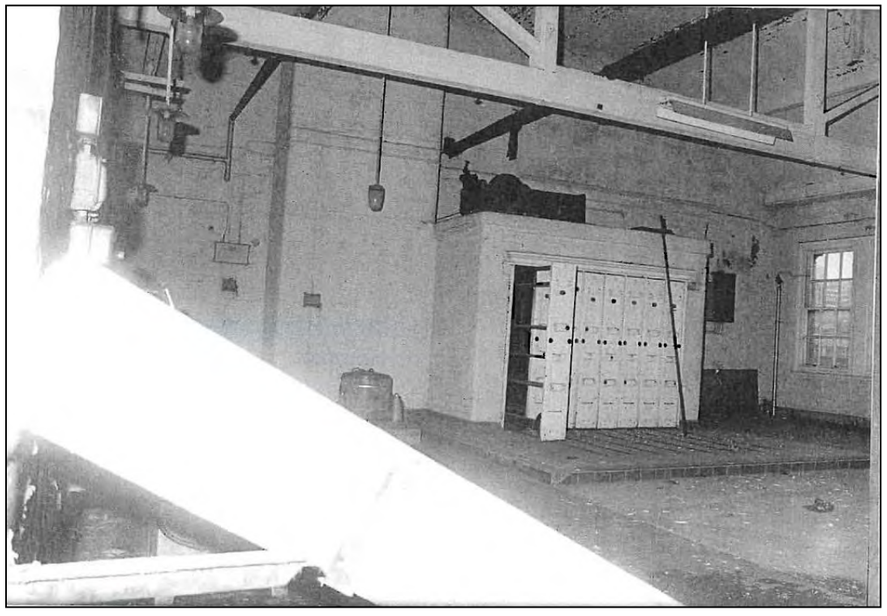


Fig. 114 - 1993_RCHME_NBR_92301_L242_6 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 115 – 2010_ SLHA_ Laundry © Stephen Levrant Heritage Architecture Date February 2010



Fig. 116 - 1993_RCHME_NBR_92301_L242_11 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 117 – 2010_ SLHA_ 3.29 © Stephen Levrant Heritage Architecture Date February 2010

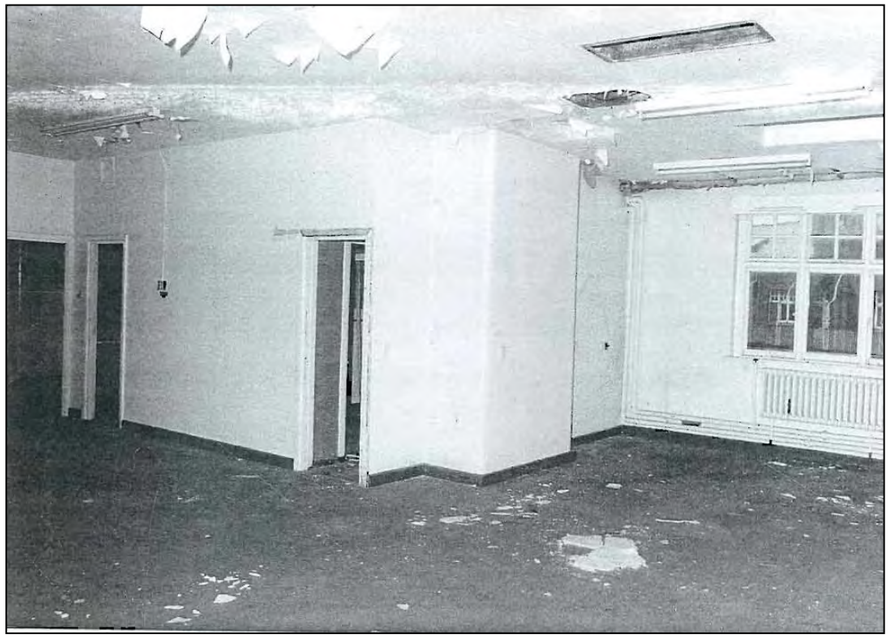


Fig. 118 - 1993_RCHME_NBR_92301_L242_13 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 119 – 2010_ SLHA_ 3.26 © Stephen Levrant Heritage Architecture Date February 2010

Fig. 120 - 1993_RCHME_NBR-_92301_L242_15 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993





Fig. 121 – 2010_ SLHA_ 3.22 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 122 - 1993_RCHME_NBR_92301_L242_19 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 123 – 2010_ SLHA_ 3.ST.5 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 124 - 1993_RCHME_NBR_92301_L242_25 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 125 – 2010_ SLHA_ G.16 © Stephen Levrant Heritage Architecture Date February 2010

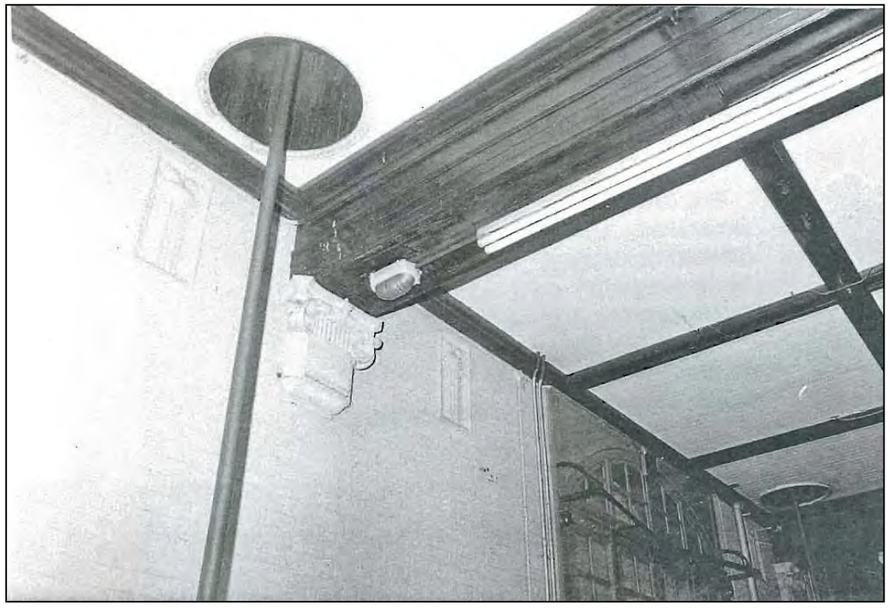


Fig. 126 - 1993_RCHME_NBR_92301_L242_26 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 127 – 2010_ SLHA_ G.18 © Stephen Levrant Heritage Architecture Date February 2010

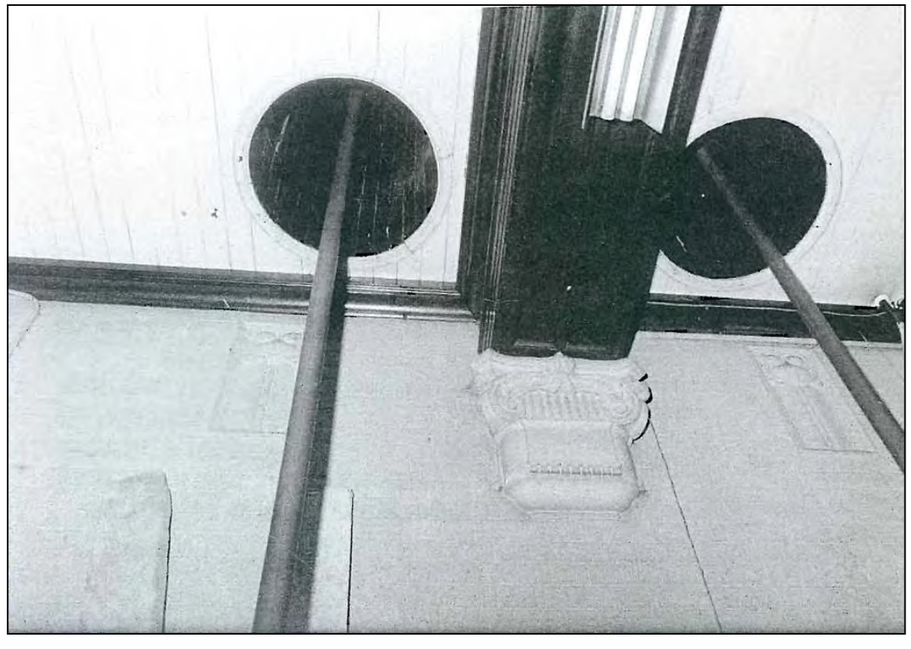


Fig. 128 - 1993_RCHME_NBR_92301_L242_27 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 129 – 2010_ SLHA_ G.18 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 130 - 1993_RCHME_NBR_92301_L242_29 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 131 – 2010_ SLHA_ 1.2.5 © Stephen Levrant Heritage Architecture Date February 2010

Fig. 132 - 1993_RCHME_NBR-_92301_L242_31 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993

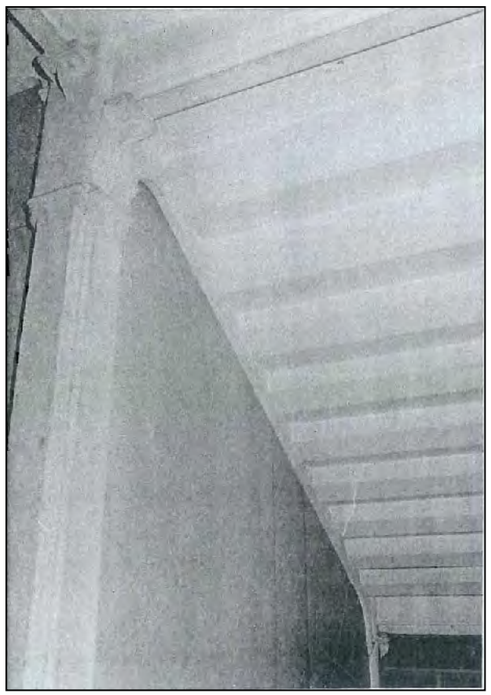
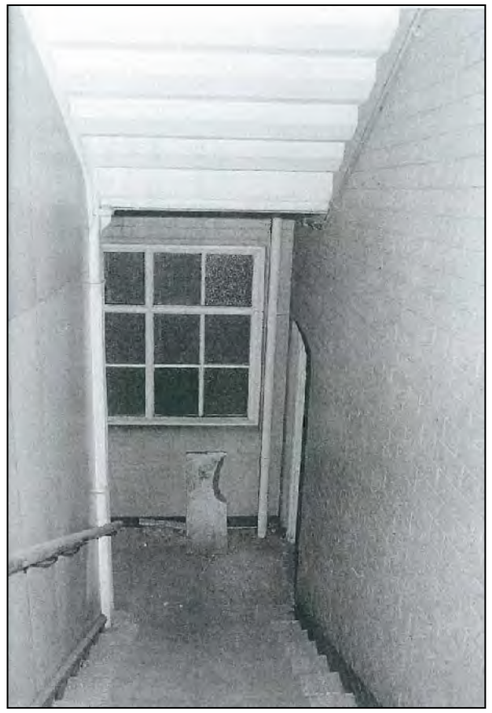




Fig. 133 – 2010_ SLHA_ 1.ST.4© Stephen Levrant Heritage Architecture Date February 2010

Fig. 134 - 1993_RCHME_NBR-_92301_L242_32 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



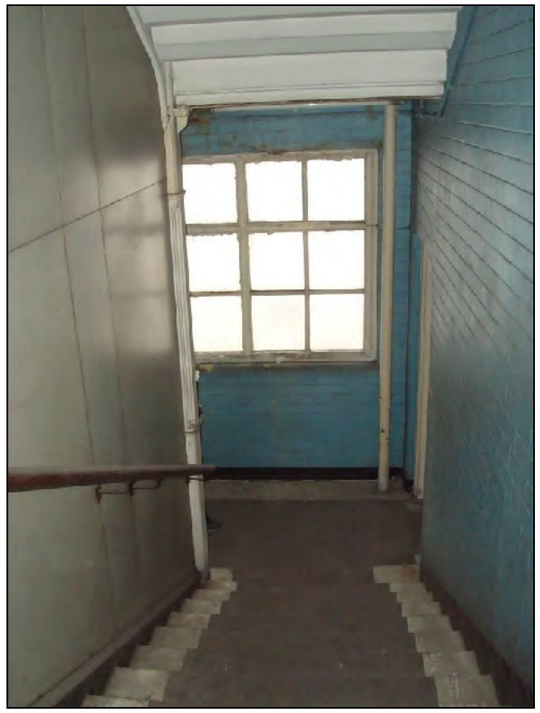


Fig. 135– 2010_ SLHA_ 1.ST.4 © Stephen Levrant Heritage Architecture Date February 2010

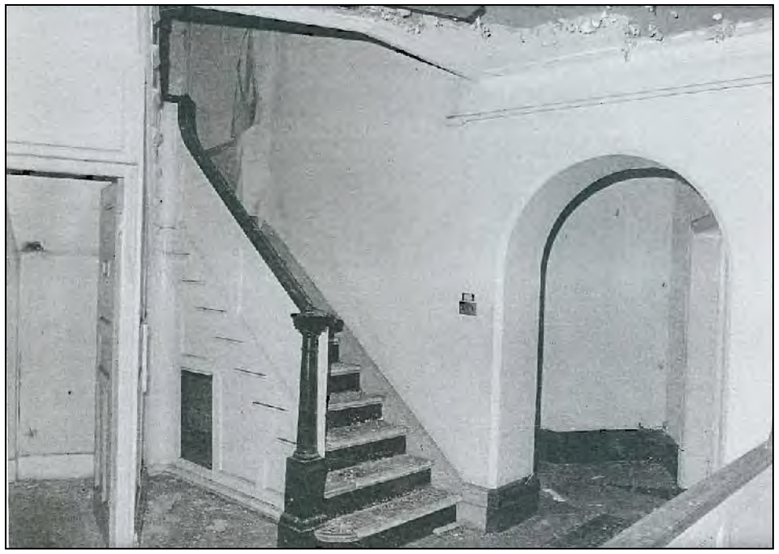


Fig. 136 - 1993_RCHME_NBR_92301_L242_33 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 137 – 2010_ SLHA_ 1.2.7 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 138 - 1993_RCHME_NBR-_92301_L242_34 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993

Fig. 139 – 2010_ SLHA_ G.14 © Stephen Levrant Heritage Architecture Date February 2010

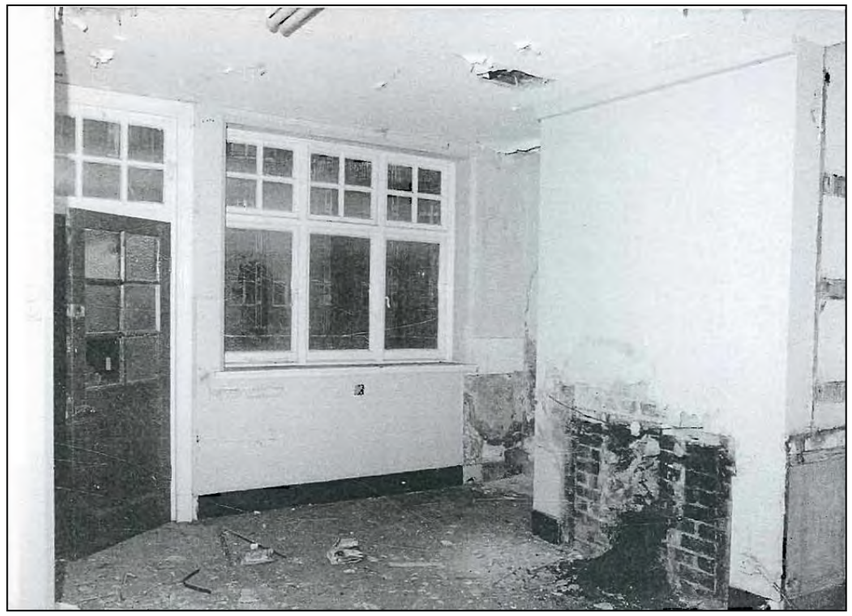


Fig. 140 - 1993_RCHME_NBR_92301_T242_2 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 141 – 2010_ SLHA_ 1.30.1 © Stephen Levrant Heritage Architecture Date February 2010

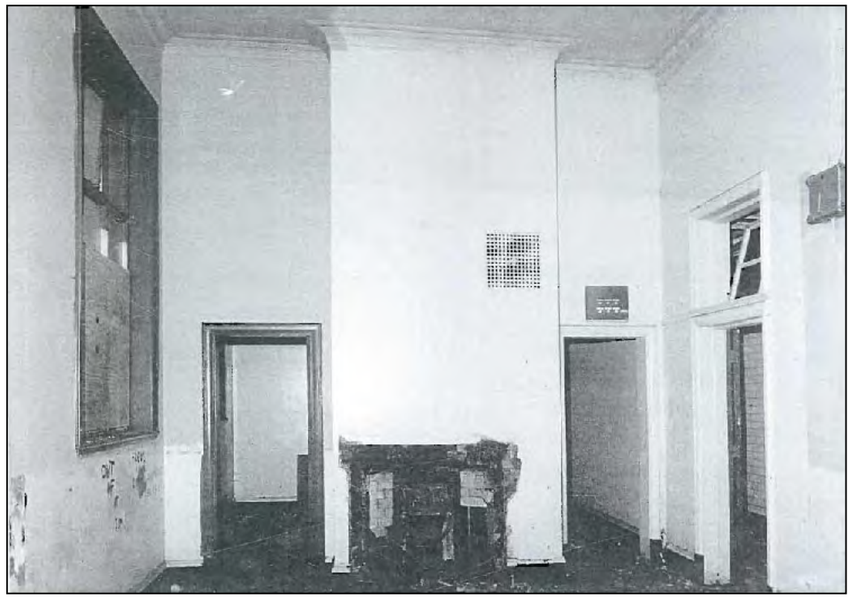


Fig. 142 - 1993_RCHME_NBR_92301_T242_4 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 143 – 2010_ SLHA_ G.32 © Stephen Levrant Heritage Architecture Date February 2010

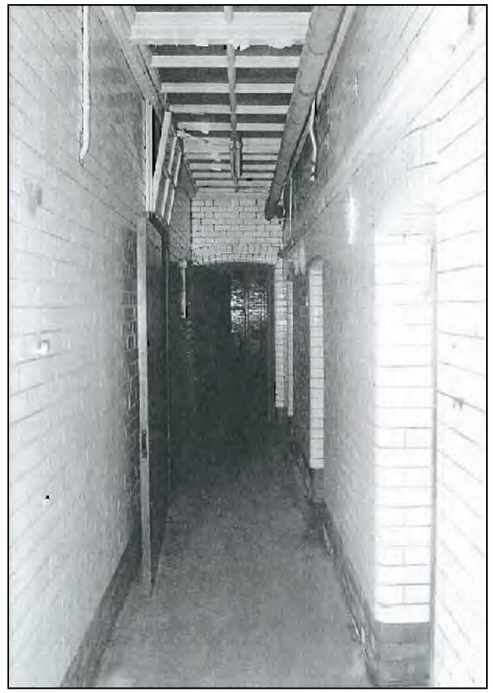


Fig. 144- 1993_RCHME_NBR_92301_L242_5 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993

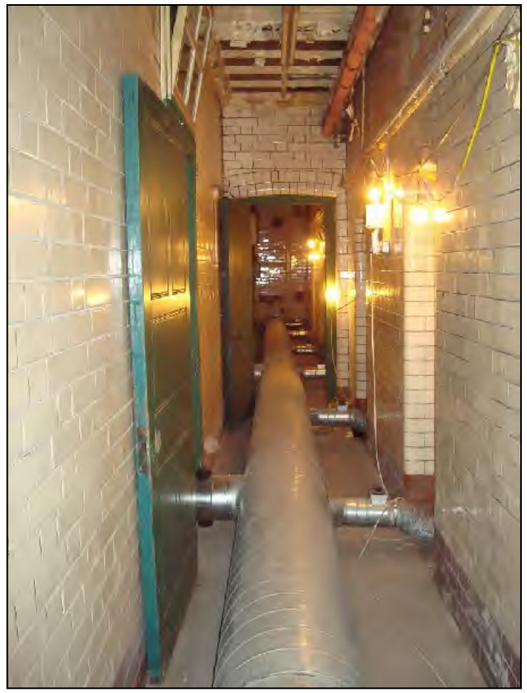


Fig. 145 – 2010_ SLHA_ G.36 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 146 - 1993_RCHME_NBR_92301_T242_6 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 147 – 2010_ SLHA_ G.37© Stephen Levrant Heritage Architecture Date February 2010

Fig. 148 - 1993_RCHME_NBR-_92301_L242_8 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993





Fig. 149– 2010_ SLHA_ G.37 © Stephen Levrant Heritage Architecture Date February 2010

Fig. 150 - 1993_RCHME_NBR-_92301_L242_9 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993





Fig. 151– 2010_ SLHA_ G.30 © Stephen Levrant Heritage Architecture Date February 2010

Fig. 152 - 1993_RCHME_NBR-_92301_L242_11 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993





Fig. 153– 2010_ SLHA_ G.30 © Stephen Levrant Heritage Architecture Date February 2010

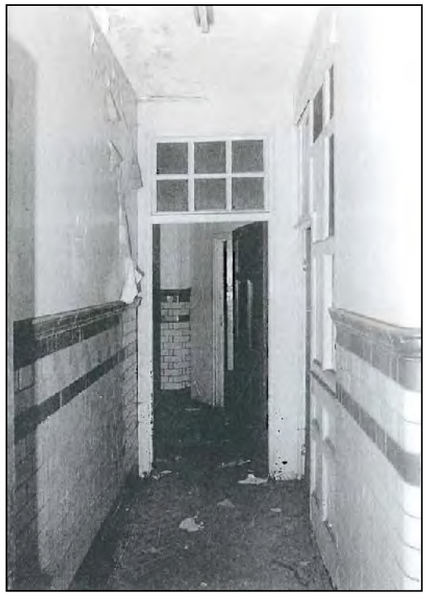


Fig. 154 - 1993_RCHME_NBR-_92301_L242_12 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 155 – 2010_ SLHA_ G.24 © Stephen Levrant Heritage Architecture Date February 2010

Fig. 156 - 1993_RCHME_NBR-_92301_T242_13 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



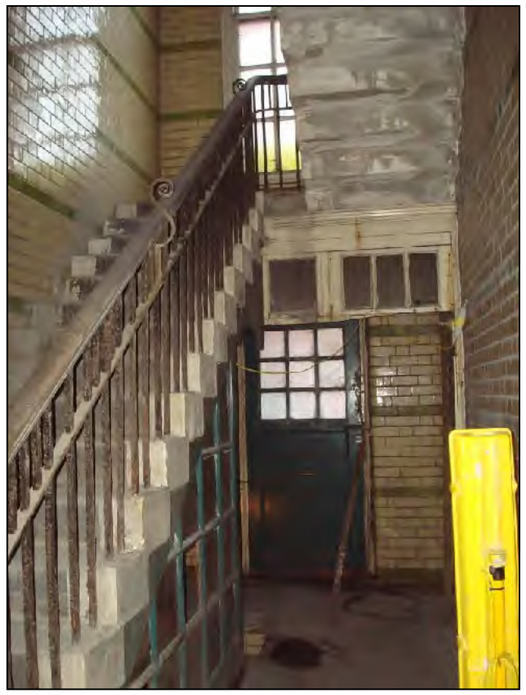


Fig. 157– 2010_ SLHA_ G.23 © Stephen Levrant Heritage Architecture Date February 2010

Fig. 158 - 1993_RCHME_NBR-_92301_T242_15 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date





Fig. 159– 2010_ SLHA_ 2.3.4 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 160 - 1993_RCHME_NBR_92301_T242_17 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 161– 2010_ SLHA_ 2.3.1 © Stephen Levrant Heritage Architecture Date February 2010

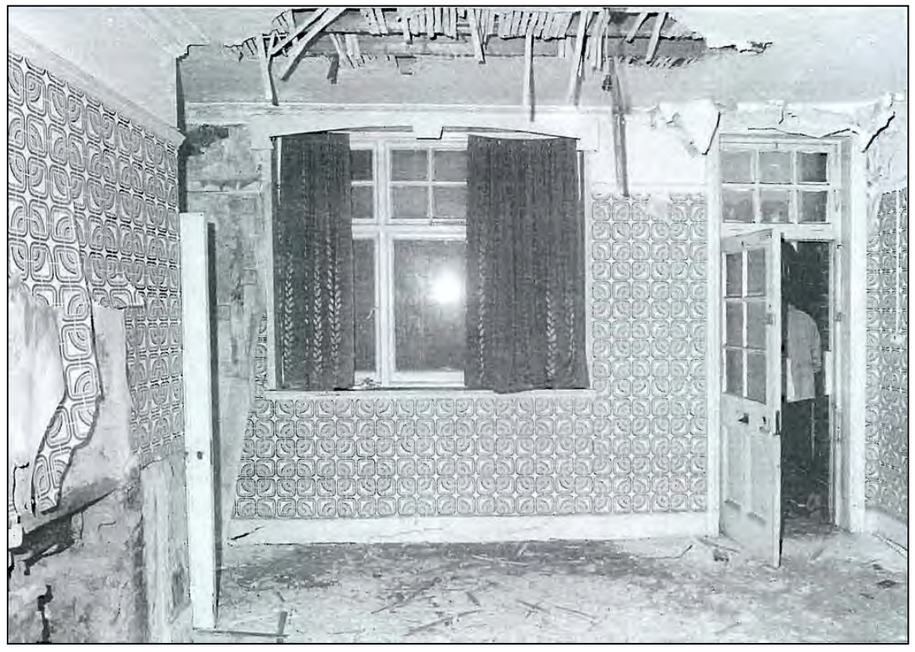


Fig. 162 - 1993_RCHME_NBR_92301_T242_18 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993

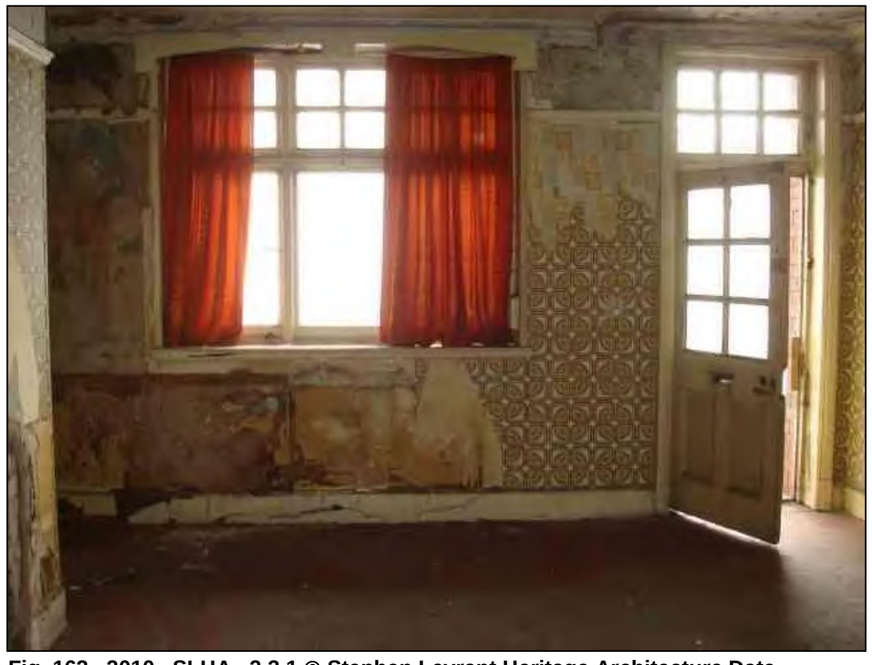


Fig. 163– 2010_ SLHA_ 2.3.1 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 164 - 1993_RCHME_NBR-_92301_T242_21 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 1655– 2010_ SLHA_ 2.5.2 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 166 - 1993_RCHME_NBR_92301_T242_22 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 167– 2010_ SLHA_ 2.5.2 © Stephen Levrant Heritage Architecture Date February 2010

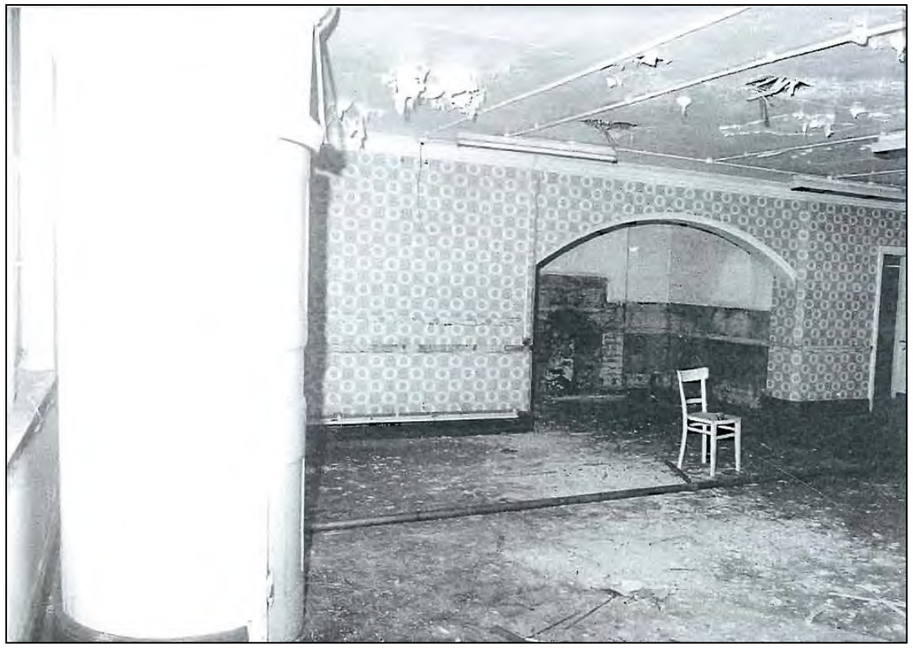


Fig. 168 - 1993_RCHME_NBR_92301_T242_25 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 169– 2010_ SLHA_ 2.5.2 © Stephen Levrant Heritage Architecture Date February 2010

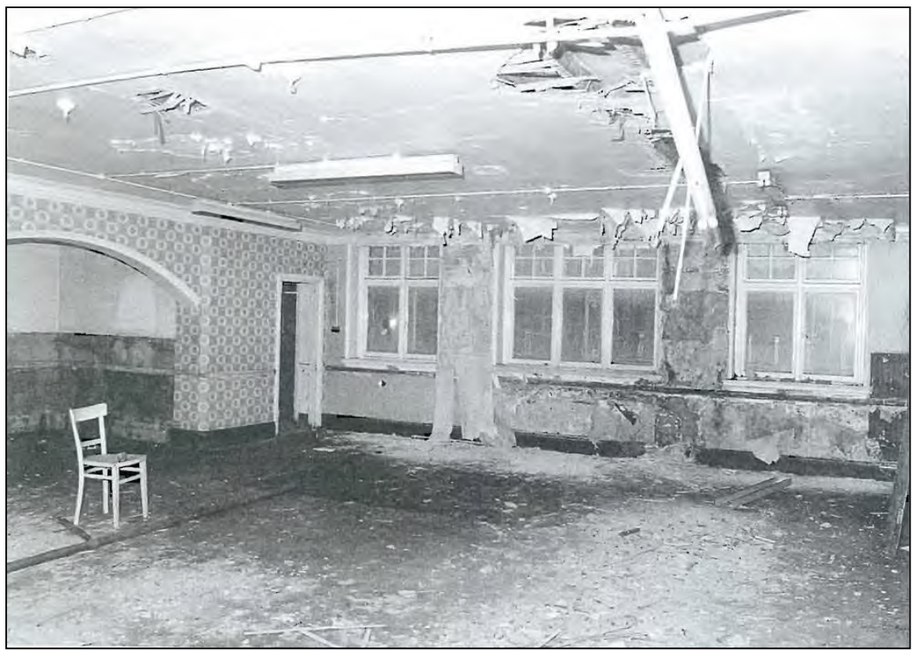


Fig. 170 - 1993_RCHME_NBR_92301_T242_26 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 171– 2010_ SLHA_ 2.5.2 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 172 - 1993_RCHME_NBR_92301_T242_27 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 173– 2010_ SLHA_ 2.5.2 © Stephen Levrant Heritage Architecture Date February 2010

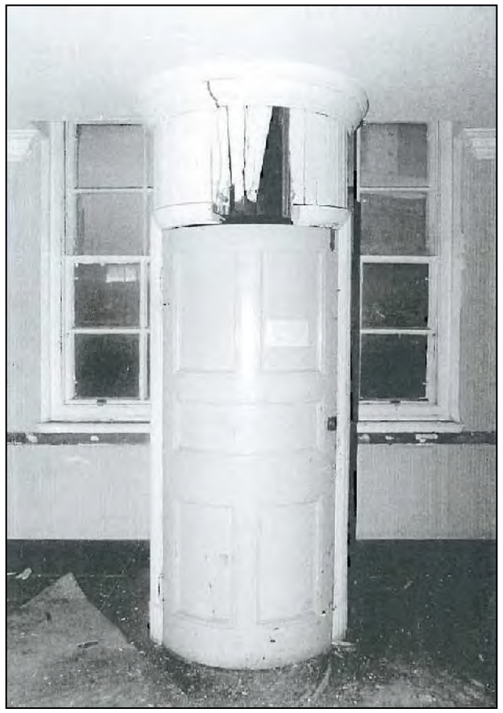


Fig. 174 - 1993_RCHME_NBR_92301_T242_28 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 175– 2010_ SLHA_ 2.5.2 © Stephen Levrant Heritage Architecture Date February 2010

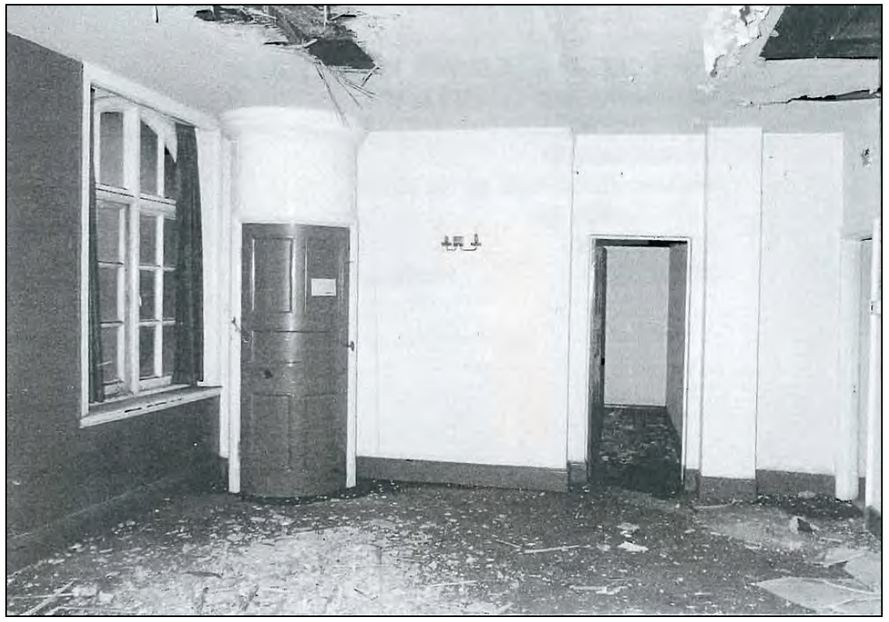


Fig. 176 - 1993_RCHME_NBR_92301_T242_29 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 177– 2010_ SLHA_ 2.6.2 © Stephen Levrant Heritage Architecture Date February 2010

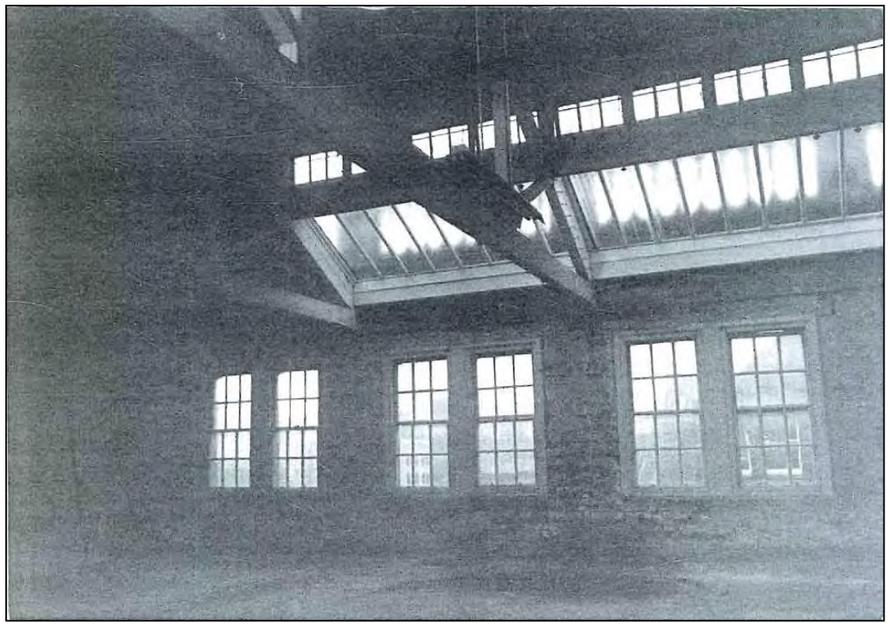


Fig. 178 - 1993_RCHME_NBR_92301_T242_36 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 179– 2010_ SLHA_ Laundry © Stephen Levrant Heritage Architecture Date February 2010

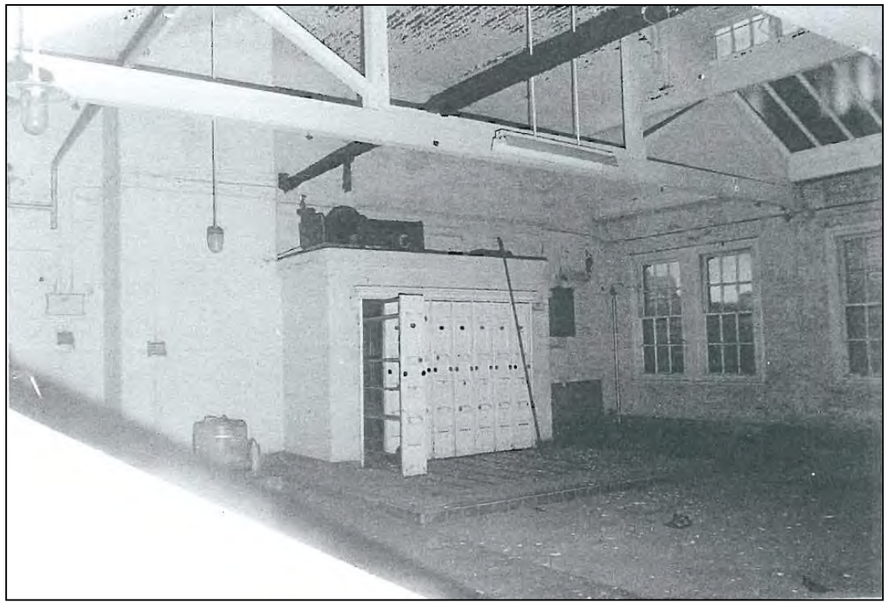


Fig. 180 - 1993_RCHME_NBR_92301_T242_345 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 181 – 2010_ SLHA_ Laundry © Stephen Levrant Heritage Architecture Date February 2010



Fig. 182 - 1993_RCHME_NBR_92301_U242_26 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 183. G.18 © Stephen Levrant Heritage Architecture Date February 2010

Fig. 184 - 1993_RCHME_NBR-_92301_U242_30 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993





Fig. 185 G.18 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 186 - 1993_RCHME_NBR_92301_U242_35 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 187– 2010_ SLHA_ 1.31.1 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 188 - 1993_RCHME_NBR_92301_W242_4 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 189– 2010_ SLHA_ G.14 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 190 - 1993_RCHME_NBR_92301_W242_3 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 191. G.14 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 192 - 1993_RCHME_NBR_92301_W242_5 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 193. G.14 © Stephen Levrant Heritage Architecture Date February 2010



Fig. 194 - 1993_RCHME_NBR_92301_W242_7 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 195. G.14 © Stephen Levrant Heritage Architecture Date February 2010

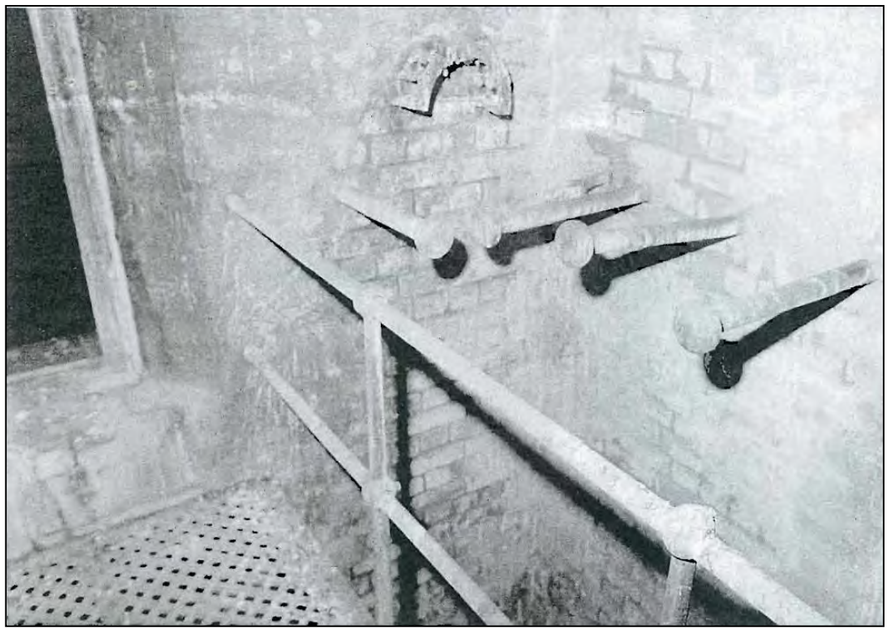


Fig. 196 - 1993_RCHME_NBR. 92301_W242_9 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 197 _ Hose Tower © Stephen Levrant Heritage Architecture Date February 2010

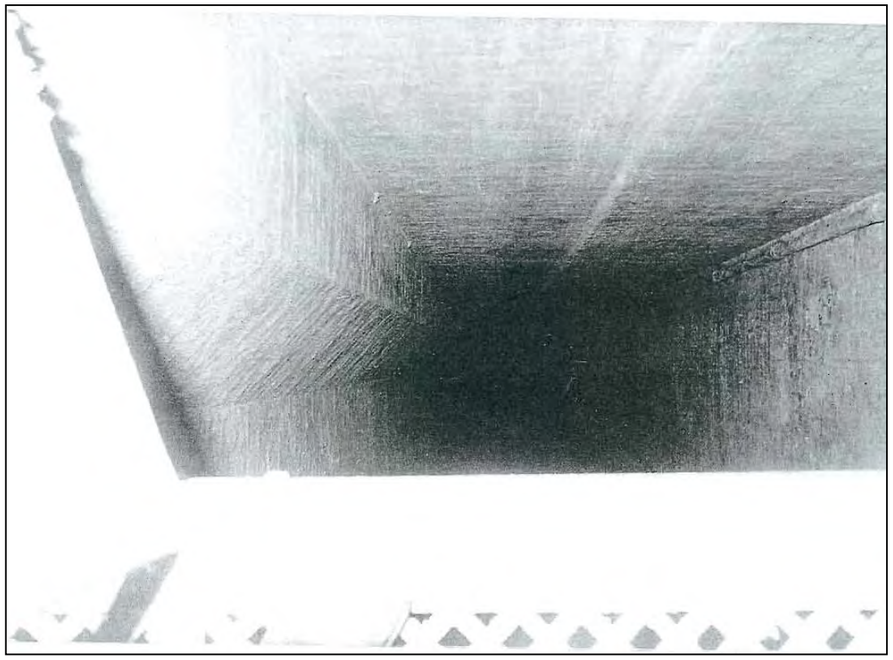


Fig. 198 - 1993_RCHME_NBR_92301_W242_10 © Royal Commission on the Historical Monuments of England Police and Fire Station Manchester Date December 1993



Fig. 199. Hose Tower © Stephen Levrant Heritage Architecture Date February 2010



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