

Heritage Impact Assessment
August 2025

SIM Goods Office Yard Opening Up Work



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1.0

Introduction

1.0 Introduction

1.1 Background

This Heritage Impact Assessment has been prepared to support the application for Listed Building Consent for proposed works to the Science and Industry Museum Site in Castlefield, Manchester. The following report provides an understanding of the heritage significance of the asset(s) affected and assess the potential impacts of the proposed work on that significance.

This Assessment has been prepared as acknowledgement of the multiple designations that apply to the assets across the site. This report considers each of the assets individually to ensure each is considered in isolation to the appropriate level.

Assets directly relevant to this application include the Grade II listed Power Hall and Gantry, and the 1830 Viaduct which is curtilage to the Grade I listed 1830 Warehouse and Passenger Station.

1.2 Description of Development

Enabling works to inform future landscaping, drainage, and waterproofing proposals within the Goods Office Yard, including trial excavations adjacent to listed structures.

1.3 Methodology

The following Heritage Assessment has been written in accordance to the requirements of Chapter 16 of the *National Planning Policy Framework (2023)*.

The document surveys the heritage, providing an overview of important information to foster better understanding of the site and its context. This is done through an assessment of historical development and the surrounding area. This is followed by an assessment of significance, the detail of which is required to be *‘proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.* Significance is assessed in relation to the heritage interests outlined by Historic England. A full explanation of the methodology used can be found in [4.0 Assessment of Significance](#). An assessment of the potential impacts of the proposed development on the heritage is then provided in accordance with the methodology outlined in [6.0 Heritage Impact Assessment](#), and in-line with the requirements of paragraphs 205-214 of the NPPF (2023).

The document follows best practice guidance, such as Historic England's *Statements of Heritage Significance (2019)*, *Historic Environment Good Practice Advice in Planning Note 3 - The Setting of Heritage Assets (2017)* and *Conservation Principles, Policies & Management for the Sustainable Management of the Historic Environment (2008)*, and *BS7913 - British Standards Guide to the Conservation of Historic Buildings*.

The Historic Environment Record (HER) has been consulted as standard and any findings have been used to inform the contents of the report.

1.4 Authorship & Acknowledgements

This document has been prepared by Freya Needham MA, Heritage Consultant at Buttress, and reviewed by Jenna Johnston MA (Hons) MSc IHBC, Associate Heritage Consultant at Buttress.

Acknowledgement is also given to Kathryn Sather & Associates for their 2007 Conservation Management Plan which has informed the contents of this report and has been a great aid in providing a robust understanding of the site.

1.5 Location & Description

The Science and Industry Museum is located in the western part of Manchester city centre, on the site of the former Liverpool Road railway station.

The wider museum site is bounded to the north by a number of large warehouses including the site of the new Aviva Studios, to the south by Liverpool Road, to the east by Lower Byrom Street, and to the west by the River Irwell as well as Stephenson’s Viaduct.

The Museum is spread across several historic buildings that are connected by walkways and outdoor spaces. The museum is located on the site of the former Liverpool Road Railway Station, which was the terminus of the world’s first intercity passenger railway. The buildings that house the museum are all listed and include the New Warehouse, the Power Hall, the 1830 Warehouse.

Throughout the museum complex, there are a number of outdoor spaces and walkways that allow visitors to explore the historic buildings and enjoy views of the surrounding area. The museum’s layout is designed to be both educational and engaging, while retaining the industrial character and general spacial layout associated with its historic use.

Figure 1 Location Plan

 - Approximate Site Boundary

 - Wider Museum Complex



1.6 Designation

The museum site is located in the [Castlefield Conservation Area](#), known for its canals, warehouses, and industrial architecture. The boundary of the conservation area can be viewed in section [2.2.4 Castlefield Conservation Area](#).

The wider museum site also contains 6 listed structures, as well as 2 curtilage listed structures. These are:

- 1830 Station - Grade I (Former Liverpool Road Railway Station Masters House, [List Entry No. 1291477](#))
- 1830 Warehouse - Grade I (Old Warehouse to North of Former Liverpool Road Railway Station, [List Entry No. 1282991](#))
- 1830 Viaduct - Curtilage to the Grade I listed 1830 Warehouse, see above.
- Water Street Bridge - Grade II (Railway Viaduct Linking Bridge Over Irwell to Liverpool Road Station, [List Entry No. 1254726](#))
- 1867 Viaduct - Grade II (Colonnaded Railway Viaduct at Former Liverpool Road Goods Depot, [List Entry No. 1200805](#))
- New Warehouse - Grade II (Manchester Museum of Science and Industry, Former Lower Byrom Street Warehouse, [List Entry No. 1283016](#))

- Upper Yard - Curtilage to the Grade II listed New Warehouse, see above.
- Power Hall & Gantry - Grade II (Power Hall Of Museum of Science and Industry, [List Entry No. 1291458](#))

These assets can be seen marked on [Figure 2 Designation Map](#), overleaf.

Water Street Bridge - Grade II Listed. The boundary of this listed structure includes the viaduct spanning the River Irwell with attached animal ramp at east end of south side, and extends to the east edge of the bridge spanning Water Street.

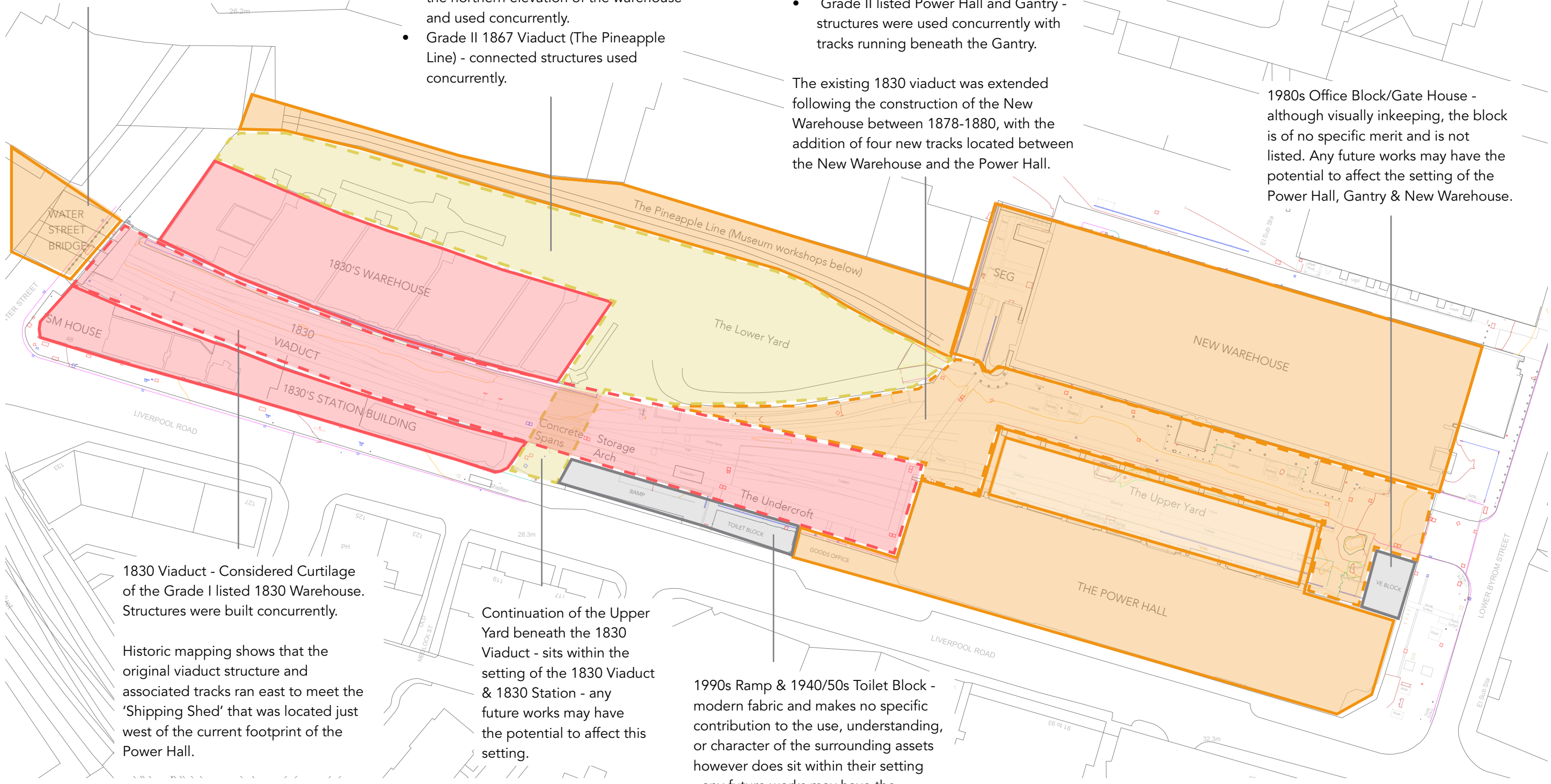
- Lower Yard - Considered Curtilage of:
- Grade I 1830 Warehouse - connected to the northern elevation of the warehouse and used concurrently.
 - Grade II 1867 Viaduct (The Pineapple Line) - connected structures used concurrently.

- Upper Yard - Considered Curtilage of:
- Grade II listed New Warehouse - Structures were built and used concurrently.
 - Grade II listed Power Hall and Gantry - structures were used concurrently with tracks running beneath the Gantry.

The existing 1830 viaduct was extended following the construction of the New Warehouse between 1878-1880, with the addition of four new tracks located between the New Warehouse and the Power Hall.

1980s Office Block/Gate House - although visually inkeeping, the block is of no specific merit and is not listed. Any future works may have the potential to affect the setting of the Power Hall, Gantry & New Warehouse.

	- Not Listed		- Grade II Listed
	- Grade I Listed		- Grade II Curtilage
	- Grade I Curtilage		- Grade I & II Curtilage



1830 Viaduct - Considered Curtilage of the Grade I listed 1830 Warehouse. Structures were built concurrently.

Historic mapping shows that the original viaduct structure and associated tracks ran east to meet the 'Shipping Shed' that was located just west of the current footprint of the Power Hall.

Continuation of the Upper Yard beneath the 1830 Viaduct - sits within the setting of the 1830 Viaduct & 1830 Station - any future works may have the potential to affect this setting.

1990s Ramp & 1940/50s Toilet Block - modern fabric and makes no specific contribution to the use, understanding, or character of the surrounding assets however does sit within their setting - any future works may have the potential to affect this setting. Structure is not listed.

Figure 2 Designation Map

1.7 Building Identification

For the purpose of this report, assets will be referred to by the names detailed in the ‘Museum Name’ column.

Listing Name / Historic Name	Grade	Approx. Age	Museum Name (used within this report)	Other Name(s)
Former Liverpool Road Railway Station, and Station Master’s House	I	1830	1830 Station	Passenger Station or Departure Station
Old Warehouse to North of Former Liverpool Road Railway Station	I	1830	1830 Warehouse	The Old Warehouse
Curtilage to Old Warehouse to North of Former Liverpool Road Railway Station	Curtilage to Grade I	1830	1830 Viaduct	
Railway Viaduct Linking Bridge Over Irwell to Liverpool Road Station	II	1830	Water Street Bridge	
Colonnaded Railway Viaduct at Former Liverpool Road Goods Depot	II	1867	1867 Viaduct	The Pineapple Line
Manchester Museum of Science and Industry, Former Lower Byrom Street Warehouse	II	1878 - 1880	New Warehouse / Main Building	Great Western Railway Warehouse, Continental Warehouse, Lower Byrom Street Warehouse
Power Hall of Museum of Science and Industry	II	1855	Power Hall (including Gantry and Offices)	Shipping Shed, Transit Shed, Goods Shed, Freight Shed

2.0

Understanding the Heritage

2.0 Understanding the Heritage

2.1 Description of the Heritage

2.1.1 1830 Viaduct

The 1830 Viaduct was built by George Stephenson in his capacity as Chief Engineer of the Liverpool & Manchester Railway Company. The skewed River Irwell and Water Street bridges dictate the shallow curve of the viaduct on the Station site, which, together with the massive brick arches, characterises the structure.

The large red brick built structure extends from the Water Street Bridge east towards the Power Hall, where it converges with the later Upper Yard.

Eastern arches provide access under the viaduct from the lower yard through to the ground floor eastern entrance of the Station Building, and to a pedestrian ramp adjoining the viaduct to the south, providing access to platform level. The western arches currently provide a connection between the 1830 Warehouse and the Station Building.

On top of the viaduct lays the former station tracks comprised of two tracks surrounded by stone ballast. The tracks run east towards the Power Hall and Upper Yard but are no longer functional.

Figure 3 Bottom: Railway Tracks Between 1830 Warehouse and Station Building





Figure 4 Power Hall North Elevation showing the Gantry Crane

2.1.2 Power Hall + Gantry

The Power Hall is a very high single-storey building, rectangular in plan with six bays. The walls are of brick, with stone facings and quoins at the western end. The hipped M-roof is of slate, with some glazing. The Lower Byrom Street elevation has blind windows and brick dentillation detail. The corner between this and the Liverpool façade is splayed with a wide wagon entrance (now glazed). The Liverpool Road façade has alternating round-headed blind windows with stepped surrounds and large square-headed wagon doorways with stone fenders. The original sliding doors have been replaced with glazing. The west elevation has a large metal concertina door for locomotives and a smaller inserted door for pedestrians. The south elevation has inserted glass and metal door and window frames in the original wagon entrances.

A large gantry crane extends from the northern elevation of the Power Hall into the upper yard. The crane retains the historic bases, however the carts themselves have since been removed.

Abutting the southern elevation of the New Warehouse is the Upper Yard. This is a largely cobbled area currently used as outdoor dwell and circulation space for the museums visitors. The yard features historic railway tracks set into the cobbles, free-standing planters, and a series of concrete and metal bollards. The Upper Yard connects the New Warehouse to the Power Hall and is enclosed to the east by a large gate.

3.0

History + Development



3.0 History + Development

The following section provides a concise overview of the history relevant to the application. A comprehensive history and context of the site can be found in the site's *2007 Conservation Plan*.

- Following the successful development of the Bridgewater Canal and the uninterrupted route from Hull to Liverpool, Castlefield had become a major transshipment hub.
- Widespread success of the textile industry in the North West, meant there was a need for further transport developments to better connect Manchester and Liverpool. A station for passengers was erected opposite the warehouse.
- It was concluded that the Liverpool Road Station was too far away from the city centre to be convenient for passengers and therefore began operating solely as a goods station.
- After the Second World War, the road network improvements and the commencement of motorway construction posed a new threat to the railway, making it less competitive.
- In 1845 the Manchester and Liverpool Railway was taken over by the Grand Junction Railway.
- 1855 the construction of a new shipping shed, meant a new warehouse (now the Power Hall) was built on the site with the addition of new tracks, replacing the previous 1831 warehouse. The Gantry was added later around 1881.
- On May 23 1866, a large fire broke out at the site, destroying the two Cotton Stores, by then known as Warehouse 1 and 2. The fire of 1866 was the precursor to the final phase of development at the Station.
- By 1878 the company enquired enough land for the construction of the new Great Western Warehouse (the New Warehouse) and the warehouse built between 1878 and 1880.
- To further connect the site, four new tracks were laid between the Great Western Warehouse and the Power Hall to connect the two viaducts (now the upper yard).

3.1.1 Decline & Fall

- Liverpool Road Station continued to thrive into the twentieth century, continuing to receive and handle large amounts of goods.
- Following the First World War and the 1921 Railway Act, The London & North Western Railway became part of the London, Midland & Scottish Railway. little investment was made in the station from with period onwards.
- The rest of the site remained in use until 1975 after which point the station was closed.
- 1978 the Liverpool Road Station Society was formed with the aim of securing the restoration of the buildings.
- The first phase of restoration culminated in the opening of the Museum on 15 September 1983.
- The site continues to operate as a museum under the direction of the Science Museum Group.

Figure 6 1830 Warehouse, 1979 © Manchester Libraries (m62976).

Figure 5 Bottom: 1889 Gantry (left) and the New Warehouse (right) in 1950,



4.0

Assessment of Significance

4.0 Assessment of Significance

Following guidance outlined in Historic England's *Conservation Principles, Policies and Guidance* (2008), along with the more recent *Historic England Advice Note 12 Statements of Heritage Significance: Analysing Significance in Heritage Assets*, the following section will aim to assess any heritage interest(s) that the site might hold.

The level of significance will be assessed based on the scale below:

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

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

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

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

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

Understanding of significance is broken down into the following categories:

Archaeological Interest

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

Architectural & Artistic Interest

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

Historic Interest

An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

The significance of each asset has been written and understood in accordance with the Statement of Significance found in the 2007 MoSI (now SIM) Liverpool Road Station: Conservation Management Plan, for consistency. Sections of the following assessment of significance have been taken directly from the Conservation Management Plan, and the report should be referenced and credited accordingly.

4.1 Significance of the 1830 Viaduct
(Curtilage to the Grade I-listed
1830 Warehouse)

4.1.1 Archaeological Interest

The viaduct’s construction contributes to the archaeological understanding of early 19th-century railway infrastructure and engineering. As part of a heavily developed industrial site, the potential for in situ earlier remains beneath or around the viaduct is low. However, the viaduct forms part of the historic layering of the site and may retain fabric or construction details of archaeological value, particularly relating to early railway logistics and goods movement.

Overall, the archaeological interest of the site is low/medium.

4.1.2 Architectural & Artistic Interest

Architecturally, the viaduct is a distinctive and legible element within the Liverpool Road Station complex. Though utilitarian in design, its repetitive brick arches, curved alignment, and robust proportions embody early 19th-century engineering aesthetics and typologies. It reflects the functional requirements of a railway infrastructure designed to operate efficiently in an urban setting, responding to complex site conditions and tight construction timelines.

The viaduct’s visual relationship with the 1830 Warehouse is particularly significant. The warehouse was constructed to align with the curve of the viaduct, creating a unique architectural composition that is both functional and formally expressive. This relationship enhances the spatial cohesion of the site and is a testament to the coordinated planning and ingenuity of early railway architecture.

In terms of setting, the viaduct contributes to the dramatic character of Liverpool Road and Castlefield, particularly when viewed from the west or from elevated positions across the basin. It enhances the historic townscape and strengthens the legibility of the site’s original function, making it an important component of the architectural and industrial heritage of Manchester.

The architectural and artistic interest of the 1830 Viaduct is high.

4.1.3 Historic Interest

The historic interest of the 1830 Viaduct is high due to its associative, contextual, and functional value. It was constructed as part of the world’s first purpose-built passenger and goods railway - the Liverpool & Manchester Railway - and represents a critical element of the associated infrastructure.

The viaduct served a functional role in linking the elevated rail approach to the 1830 Warehouse, enabling goods to be offloaded directly into the building. This integration of goods handling and rail infrastructure was a technological and logistical advancement, central to the station’s role as a prototype for subsequent railway developments across Britain and internationally.

The viaduct also holds strong associative value with George Stephenson, who was instrumental in the design and realisation of the station complex. As such, the viaduct contributes to the historic narrative of the development of rail transport, industrialisation, and Manchester’s emergence as a global centre of engineering and commerce.

The viaduct forms part of a group of related assets that collectively demonstrate the evolution of railway design, including the Grade I-listed 1830 Warehouse, Passenger Station, and associated infrastructure. It contributes to the group value and integrity of the Liverpool Road Station complex as the most complete surviving early railway terminus in the world.

The historic interest of the 1830 Viaduct is high.

4.2 Significance of the Power Hall + Gantry

4.2.1 Archaeological Interest

Due to the highly developed nature of the site, and the extensive disturbance that has resulted from the construction of the Power Hall and Gantry, the potential for archaeological remains from all periods is low.

The area beneath the Gantry including the Upper Yard have potential to yield remains due to a lower level of disturbance from development. This potential is however low and considered unlikely, with the exception of the known remains relating to the former 19th century workers cottages.

Overall, the archaeological interest of the site is low.

4.2.2 Architectural & Artistic Interest

4.2.2.1 *Dramatic contribution to the character of the streetscape*

The Power Hall occupies a prominent site, which is bounded by Liverpool Road and Lower Byrom Street. More Georgian than Victorian in character, the Power Hall complements the Passenger Station complex and gives balance to the Liverpool Road frontage, both buildings being of similar length.

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

4.2.2.2 *Form and Design*

The Power Hall is a fine example of Victorian architectural design as well as industrial and railway design and engineering. Railway architecture during that time typically emphasized large open spaces and high ceilings to accommodate the scale of trains and engines, and the Power Hall is an example of this. It's interior, exterior and connectivity to the Liverpool Road Station tracks are all representative of the building's original use.

With its composite frame, the Power Hall symbolises the increasingly sophisticated use of materials by Victorian structural engineers, rooted in their improved understanding of the structural properties of iron. Its robust construction demonstrates the emphasis on durability and practicality required for industrial structures built to meet the increasing needs of the goods transportation and handling industry.

4.2.2.3 *Construction of the Gantry*

The addition of the Gantry around 1880 is representative of the increased need for the movement of heavy goods being handled at the site. The gantry crane is a testament to the engineering prowess of its time. It was designed and constructed to handle substantial loads, showcasing the ingenuity and innovation that characterized the industrial era. The gantry crane remains in situ and is an example of a largely unchanged model.

The architectural and artistic interest of the Power Hall and Gantry is medium.

4.2.3 Historic Interest

4.2.3.1 *Development of the Liverpool Road Station*

The Power Hall was originally constructed in the late 19th century as part of the Liverpool Road Station, which was the world's first passenger railway station. The Power Hall was integral to the later operational life of world's oldest station; the adjacent travelling cranes and gantry illustrate operational life.

The Power Hall was built following the end of passenger services at Liverpool Road Station and is representative in the shift to goods handling and processing and the expansion of trade and industry in Manchester.

4.2.3.2 *Communal Interest*

The site is greatly valued by local and national communities as well as a significant proportion of international visitors. The closure of the working station in the 70s was protested by many. The formation of the Liverpool Road Station Society in early 1978 serves as a reminder of the local interest and care for the site and its buildings. Society members were active in both campaigning for the Station's preservation and assisting with preparations for the 1980 Great Railway Exposition. When the Museum opened in 1983, the Liverpool Road Station Society was disbanded, but the museum continues to be served and supported by an interested group of stakeholders, volunteers and advisors with a range of interests including heritage to this day. The Power Hall and Gantry holds communal and social value as one of the museum buildings. The site is an educational resource and tourist attraction, promoting learning, community engagement and inspiring innovation and creativity. The site is visited by an average of 500,000-600,000 visitors per year, and will hold memory and meaning for many of those visitors.

4.2.3.3 *The interconnection between the railway and industrial development and trade*

The constructing and subsequent development of the station and the railway system as a whole was representative of the growth in industry and manufacturing and the need for improved transport connections. . Railways proved to be economically beneficial, not just by facilitating trade, but also by increasing demand for raw materials that they directly consumed, such as coal, iron and steel.

The historic interest of the Power Hall and Gantry is high.

5.0

Summary of Proposed Works

5.0 Summary of Proposed Works

The proposed works are summarised within the Schedule of Works (9488-BUT-CP-XX-SH-A-00006 GOY EW SOW - P1).

The proposed works comprise an enabling package, where it is proposed to lift, remove and store the railway tracks for future reinstatement. Focused and identified areas of ballast, cobble setts and all hard finishes, will be lifted, removed and set aside for future reinstatement. The sub-base material will be removed to a depth of circa 1.25m below external finish ground levels. Excavation of a strips of land, extending down to the extrados of buried and concealed arches / foundations below, to allow for inspection and analysis, to inform future proposals.

This phase will allow for backfilling of all trenches and trial holes, including the full reinstatement of backfill material, all external finishes and railway tracks.

This package of work will inform the proposals for the permanent enhanced landscaping and waterproofing scheme.



6.0

Heritage Impact Assessment

6.0 Heritage Impact Assessment

6.1 Heritage Impact Assessment Methodology

Impacts will be assessed and scaled per British Standards BS7913 guidance for the scale of impacts, which correlates with the ICOMOS Guidance on Heritage Impact Assessments. ICOMOS suggest a 9-point scale spectrum for defining the impacts of proposed changes, which is included here in [Figure 13](#). This scale is a useful tool within the context of the benefit and harm dichotomy of the NPPF. The scale provides the opportunity for beneficial outcomes to be quantified, balanced, and considered alongside the NPPF outcomes of: no harm, less than substantial harm, and substantial harm. Together they create a holistic approach to assessment.

6.1.1 Assessment of Scale of Specific Impact and Change

The scale of change is based on the level of proposed intervention and how much potential the intervention has to alter fundamental principles of significance of the asset. The scale of impact relates this to the significance of the asset in question. It is important to note that impacts can be both direct and indirect, and do not only relate to the physical fabric. Change and impact can also be primary or secondary; temporary or permanent; reversible or irreversible; and may arise as a consequence of construction or operation of the proposed development. For the purpose of this assessment, the following definitions have been applied:

Direct impacts are those that arise as a primary consequence of the Scheme. Direct impacts can result in the physical loss of part or all of an asset, and/or changes to its setting. Setting is,

‘the surroundings in which a place is experienced, its local context, embracing present and past relationships to the adjacent landscape.’

Direct impacts resulting in physical loss are usually permanent and irreversible; normally occur as a consequence of construction; and are confined within the development footprint. The magnitude of these impacts will depend on the proportion of the asset affected, and whether its key characteristics would be affected.

Direct impacts that affect the setting of an asset can occur as a consequence of construction or operation of the scheme and can affect assets some distance from the development. Assessment of impacts on setting refers to perceptible visual and aural effects that can be appreciated at a given time. Such impacts may be temporary or permanent, reversible or irreversible depending on the extent to which the cause of the impact can be removed. Impacts may also be transient where occurrence is sporadic or of limited duration, for example related to hours of operation or the frequency of passage of vehicles.

Indirect impacts occur as a secondary consequence of construction or operation of the development, and can result in physical loss or changes to the setting of an asset beyond the development footprint.

Severity of impacts has been judged taking into account their direct and indirect effects and whether they are temporary or permanent, reversible or irreversible. The cumulative effect of separate impacts has also been considered. The magnitude of impact (summation of direct and indirect impacts) is assigned one of the descriptors; impacts may be adverse or beneficial.

VALUE OF HERITAGE ASSET	SCALE & SEVERITY OF CHANGE/IMPACT (EITHER ADVERSE OR BENEFICIAL)				
	No Change	Negligible Change	Minor Change	Moderate Change	Major Change
Exceptional (Grade I/Scheduled Monument)	Neutral	Slight	Moderate/ Large	Large/Very Large	Very Large
High (Grade II*)	Neutral	Slight	Moderate/ Slight	Moderate/ Large	Large/Very Large
Medium (Grade II/ Conservation Area)	Neutral	Neutral/Slight	Slight	Moderate	Moderate/ Large
Low (Locally Listed)	Neutral	Neutral/Slight	Neutral/Slight	Slight	Slight/ Moderate
Negligible (Non-Designated)	Neutral	Neutral	Neutral/Slight	Neutral/Slight	Slight

Figure 7 Significance/Scale of Impacts Table

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

Figure 8 Definition of types of change

Major beneficial	Moderate beneficial	Minor beneficial	Negligible beneficial	Neutral	Negligible adverse	Minor adverse	Moderate adverse	Major adverse
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Figure 9 9-point scale of impact

6.2 Assessment of Impacts on the Heritage

6.2.1 Step 1: Determine the Asset’s Significance

The significance of the Power Hall and Gantry is medium.

The significance of the 1830 Viaduct is medium.

6.2.2 Step 2: Assess the Scale of Change

The proposed works involve localised opening-up of surfaces across the Goods Office Yard to expose below-ground structures, foundations, and arches. The interventions will be small in scale, temporary, and reversible, with all materials carefully lifted and reinstated. While the works take place within the setting of both listed assets, they do not include direct alteration to historic fabric. Excavation strips are deliberately limited in width to avoid structural impact, and protective measures are to be in place throughout.

Scale of Change = Minor.

6.2.3 Step 3: Evaluate the Impact Using the Matrix

Medium Significance + Minor Change = Slight Impact.

High Significance + Minor Change = Moderate/Slight Impact.

6.2.4 Step 4: Interpretation

Impact

The enabling works will result in a minor change to the setting of both the Power Hall and the Viaduct. These changes are temporary, low-risk, and managed through protective methodologies and close inspection. There is potential for minor visual disruption during the works and a low level of physical risk to adjacent below-ground historic fabric. However, the approach is cautious and designed to avoid harm.

Benefits

- Improved understanding of the construction, condition, and extent of historic foundations and arches, directly informing conservation-led design.
- Identification of water ingress issues and development of appropriate long-term waterproofing strategies to protect the listed assets.
- Careful recording and reinstatement of historic surfacing and rail features, supporting authenticity and continuity of character.

Mitigation

The works will be carried out under controlled conditions, including detailed method statements, photographic surveys, protection of retained fabric, and archaeological monitoring if requirement is identified. All removed materials are to be reinstated using conservation-led approaches and detailing, ensuring visual and material continuity.

Conclusion

The proposed enabling works will result in no harm to the significance of the listed Power Hall or the Viaduct. The short-term impact is minor and reversible, and the long-term benefits to understanding, conserving, and managing the site outweigh any temporary disruption.

7.0

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7.0 Bibliography & Sources

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