Science and Industry Museum

Power Hall Heritage Statement

Purpose of this Document

This statement has been prepared in the context of relevant national and local heritage planning policy. In particular, the statement is presented to accord with the national policy requirement of NPPF paragraph 128, to describe the significance of the affected heritage assets and the consequent impact
of the proposal.

OVERVIEW OF PROPOSAL

The Science Museum Group comprises:

- The Science Museum, London
- The Museum of Science and Industry, Manchester
- The National Railway Museum, York
- Locomotion, Shildon
- The National Science and Media Museum, Bradford
- National Collection Centre, Wiltshire

Our strategic priority, Inspiring Futures, reflects our intention to make more of the power of the Group while retaining the distinctive remit and character of our individual museums. Our vision is to foster a society that celebrates science, technology and engineering and their impact on our lives, now and in the future.

We are proud to be one of the world's greatest museum groups. We want our family of science museums to be instantly recognisable and to that end, we have developed a shared identity. This identity is built around our common mission and values yet is flexible enough to allow each museum to use it in a way that reflects its specific focus and its distinctive history.

Our family of logos have been developed based on the group. The signature typesetting represents progression; the constant process of ideas developing into established theories.

Signage and wayfinding is a huge part of implementing our shared identity at each of our museums. In 2018, application number 121832/LO/2018 was submitted and approved, which included the removal of outdated signage and installation of rebranded signage. The Power Hall's outdated signage was removed but never replaced as upcoming Masterplan works were due to begin. This new application outlines the proposal to include the Power Hall in the rest of the site's signage and wayfinding strategy, with a new 'Arrival Sign'.

LOCATION

The site is across the Science and Industry Museum, Manchester.

HISTORIC NAME / USE	BUILT	GRADE
Power Hall (Shipping Shed)	c.1855	II

LISTING STATUS AND CONSERVATION AREAS

The Power Hall is Grade II listed and sits within the Castlefield Conservation Area.

Historical Overview (Extracted from the Conservation Management Plan by Kathryn Sather, 2007)

Liverpool Road Station

The Liverpool Road Station site, within the Museum of Science and Industry, Manchester, occupies the space between Lower Byrom Street and Water Street, with Liverpool Road as its main façade and southern boundary. The site was developed from the early nineteenth century, starting with housing at the eastern end of the site, later demolished, and then a single house at the south-western end of the site, now the Station Master's House. The site was chosen as the Manchester terminus of the Liverpool and Manchester Railway, and three

of the existing structures were built for this purpose; the Passenger Station, the 1830 Viaduct, and the 1830 Warehouse. The Station Building, Station Master's House and 1830 Warehouse are listed Grade I in recognition of their status as the oldest surviving railway passenger station and the first railway warehouse. The site developed from a passenger and goods station to solely a goods station, and many other structures were built as the site expanded.

The Power Hall (Shipping Shed)

The first Shipping Shed of 1831 was one of three warehouses designed by Haigh Franklin of Liverpool and built by Samuel Buxton of Manchester. It was located parallel to Liverpool Road in what was then the south-east corner of the site, further west than its replacement and was 68.7 x 12.8 m in size. Its purpose was to facilitate the transhipment of goods between rail wagons and horse drawn carts.

Having no storage function, it was also used as an overnight engine shed. A single railway track entered on the western side, with four turntables. Alongside this to the north ran a wooden loading platform. Originally timber-walled, a brick façade on Liverpool Road was added in 1836. Access for carts was through a gate on Liverpool Road, adjacent to the shops, leading to the Lower Yard and up a ramp to
the Shipping Shed.

In 1854 Manchester Corporation was planning to improve goods services to the open market on Camp Field by persuading the Railway Company to provide a direct rail link. In order to achieve this, it was granted compulsory purchase powers over the land between the Station site and Wellington Place (now Lower Byrom Street), which had been developed for housing between 1819 and 1828. Plans appear to
have changed and the rail extension across Lower Byrom Street did not materialise.

However the 1831 Shipping Shed was replaced by a larger shed (122 x 27.5 m) covering two rail tracks instead of just one track (the current Power Hall). Access for carts from Liverpool Road was through three large doors. The trains entered the Transit Shed through a double-

width doorway in the west façade. The third track stopped outside the Shipping Shed, as shown on the 1891 OS Map. The area to
the south of the loading deck was restricted to cart traffic. The wide doors to the north were previously connected to the yard with turntables and rails tracks, allowing further transhipment and movement of wagons. A central raised loading stage facilitated the unloading of goods at wagon level.

Externally the building was modified by the erection of the imposing overhead crane gantry along the north elevation. The exact date of the crane gantry is unknown, but it was certainly in place by 1881 and is likely to have been erected shortly after the building of the Great Western Warehouse in 1880. After the Station's closure, the Shipping Shed was first reused during the 150th anniversary Great Railway Exposition in 1980, providing accommodation for locomotives involved in the cavalcade. In 1981-82, it was refurbished for use as a Museum Gallery. Internally this primarily involved alterations to the floor in order to provide adequate footings for large steam engines and smooth paths for visitors, in
the form of concrete paths across the stone setts and a newly configured wooden deck. The central raised loading stage was retained. Externally the building was modified by the insertion of glass to the wide openings to the north and south, and the erection of a small brick extension fronting Lower Byrom Street at the north-east corner.

Significance/Reasons for listing

- Well-preserved example of a large railway transhipment shed. The building is highly expressive of its original function: its height and rail entrance are attuned to the size of loaded rail wagons, its footprint is tailored to accommodate rail wagons, road carts and loading activities, and the multiple entry points for carts cater for the needs of rapid transshipment.
- With its composite frame, the Shipping Shed symbolizes the increasingly sophisticated use of materials by Victorian structural engineers, rooted in their improved understanding of the structural properties of iron.

- Construction of much larger shed demonstrates expansion of trade and industry in Manchester.
- Integral to the later operational life of world's oldest surviving passenger railway station; the adjacent travelling cranes and gantry illustrate operational life.
- Dramatic contribution to the character of the streetscape. More Georgian than Victorian in character, the Shipping Shed complements the Passenger Station complex and gives balance to the Liverpool Road frontage, both buildings being of similar length.

EXTENT OF SPECIAL INTEREST

Schedule of Significance

These elements have been assessed on their intactness, their special interest, and their contribution to the wider significance of the sites. There are three levels of significance as well as an intrusive grade.

Level A: High Level of Significance

The element is relatively intact, has a special interest, and makes an important contribution to the wider significance of the site.

Level B: Medium Level of Significance

The element has been altered, has less special interest, and its contribution to the wider significance of the site is less important.

Level C: Low Level of Significance

The element has been significantly altered, has a low level of integrity, the special interest has been lost and it makes little contribution to the wider significance of the site.

Intrusive: The element is historically unimportant or has a negative visual impact on the building.

ELEMENT	SIGNIFICANCE
Overall	Level A: High
Original exterior structure	Level A: High
Original interior structure	Level A: High
Glass infill of exterior entrances	Neutral
Internal overhead crane	Level B: Medium

Impact Assessment – proposal:

- To install fixed lettering vertically to the left of the main entrance doorway of the Power Hall, so that museum visitors can easily identify the building. The signage is simple and will not distract from the main building façade. The signage will not be visible from Liverpool Road.

Existing:

Proposed:

End of document.