

SIM Gantry Restoration



Heritage Assessment
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1.0

Introduction

1.0 Introduction

1.1 Background

This Heritage Assessment has been prepared to support the application for Planning and Listed Building Consent for proposed works to the Grade II listed Gantry structure (adjoining the Power Hall), that form part of the wider Science and Industry Museum Site in Castlefield, Manchester. The following report provides an understanding of the heritage significance of the asset(s) and assess the potential impacts of the proposed work on its significance.

This Assessment has been prepared as acknowledgement of the multiple designations that apply to the assets across the site. This report primarily addresses the Grade II listed Gantry, and the Castlefield Conservation Area, however takes consideration of the assets across the museum site and their group value.

1.2 Methodology

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, based on the information gathered. Significance is assessed in relation to the heritage interests outlined by Historic England. The aim of the assessment is to understand the site through analysis of physical evidence and desktop research. A description of the site and its history will help to provide context for this significance assessment and inform the basis for heritage impact judgements.

This report has been written in accordance with the *National Planning Policy Framework (2021)*, *Historic England's Statements of Heritage Significance (2019)*, 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 the results of the HER search have been used to inform the contents of the report.

1.3 Authorship & Ownership

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**.

1.4 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 museum site is bounded to the north by a number of large warehouses including the site of the new Factory International building (in construction), 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.

Figure 1 Location Plan

 - Site Boundary



2.0

Understanding the Heritage

2.0 Understanding the Heritage

2.1 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 [3.3 Castlefield Conservation Area](#).

The wider museum complex also contains 6 listed buildings:

- Station Building - 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 Inwell 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.

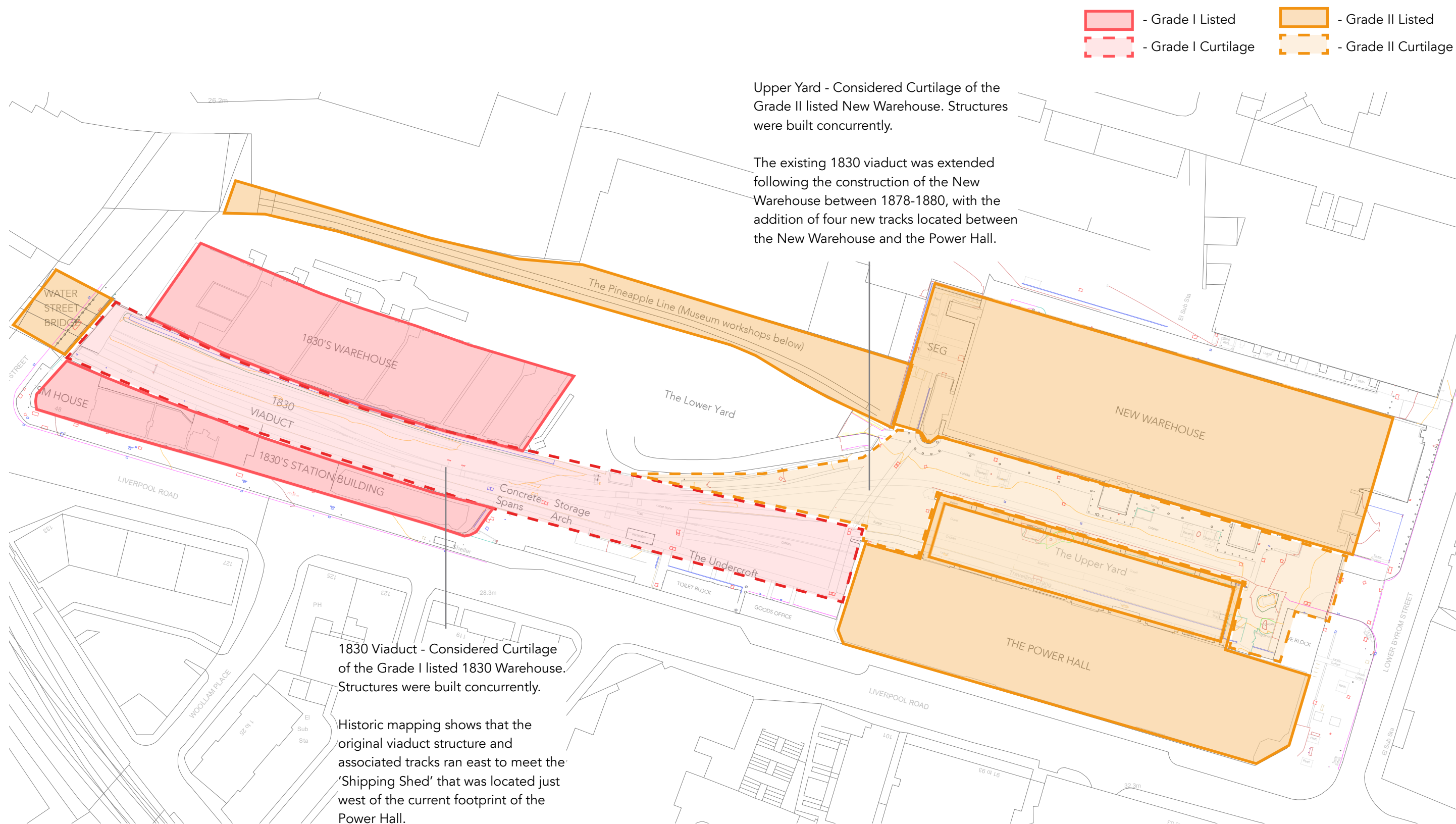


Figure 2 Designation Map

2.3 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	Station Building	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 [including Gantry]	II	1855	Power Hall (including Gantry and Offices)	Shipping Shed, Transit Shed, Goods Shed, Freight Shed

2.2 Description of the Heritage

The following building description have been extracted, either wholly or in part, from the site's 2007 *Conservation Plan*¹

Full listing descriptions for the listed structures on the site are provided in [7.2 Appendix 2: Listing Descriptions](#).

2.2.1 Site Overview

The Science and Industry 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, and the Air and Space Hall.

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 3 The Upper Yard



Figure 4 View of the Liverpool Road Station Complex from The Power Hall



Figure 5 Power Hall North Elevation showing the Gantry Crane

2.3.1 Power Hall

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.²

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.



Figure 6 View of Power Hall from junction of Liverpool Road and Lower Byrom Street



Figure 7 Gantry (view from west)



2.4 Whole Site: Summary of History & Development

The following section provides a concise history of the SIM site. A comprehensive history and context of the site can be found in the site's 2007 *Conservation Plan*.³

2.4.1 The First Passenger Station

Following the successful development of the Bridgewater Canal and the uninterrupted route from Hull to Liverpool, Castlefield had become a major transshipment hub.⁴ Nonetheless, due to the widespread success of the textile industry in the North West, there was a need for further transport developments to better connect Manchester and Liverpool.

Proposals for the Manchester to Liverpool rail network began to develop in the 1820s. Castlefield was chosen for the Manchester terminus, and the parcel of land between Liverpool Road and Charles Street was chosen for the development.

The railway line was carried over the Irwell by a double-arch skew bridge and over Water Street by an iron girder bridge - both by George Stephenson.

Two structures were initially constructed in 1830: a railway viaduct and also a five-bay goods warehouse. Shortly thereafter, a station for passengers was erected opposite the warehouse. The immediate popularity and success of the station rendered its warehousing capacity inadequate and in 1831 two new cotton stores were added, along with a 'shipping shed'. A third warehouse was built in 1837 - resulting in a considerable complex, linked by numerous rail tracks.⁵

The already existing 1808 house (originally built for one John Rothwell) on the corner of Liverpool Road and Water Street, was used as accommodation for the Station Master following the construction of the Station.



Figure 9 Top: Railways, bridge and River Irwell in line of Manchester and Liverpool Rail Road Liverpool and Manchester Railway, 1820 © Manchester Libraries (M48136)



Figure 8 Bottom: Railways, bridge and River Irwell in line of Manchester and Liverpool Rail Road Liverpool and Manchester Railway, 1830 © Manchester Libraries (M62890)

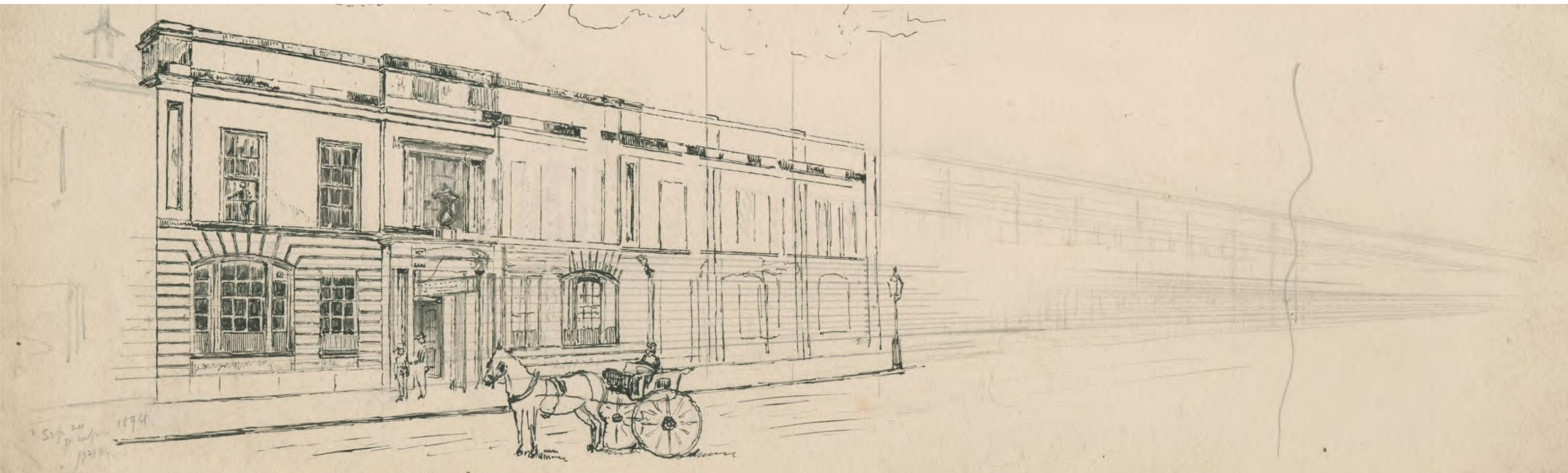


Figure 10 Top: Liverpool Road Station Drawing, 1894
© Manchester Libraries.

2.4.2 The End of Passenger Services

Following the success of the Liverpool Street station and the national success of passenger railways as a whole, it was concluded that the Liverpool Road Station was too far away from the city centre to be wholly convenient for passengers.

The Manchester & Leeds Railway Company therefore decided to extend its line to terminate at Hunt's Bank (now Victoria Station). Hunt's Bank Station opened on 4 May 1844 and thereafter Liverpool Road Station operated solely as a goods station.

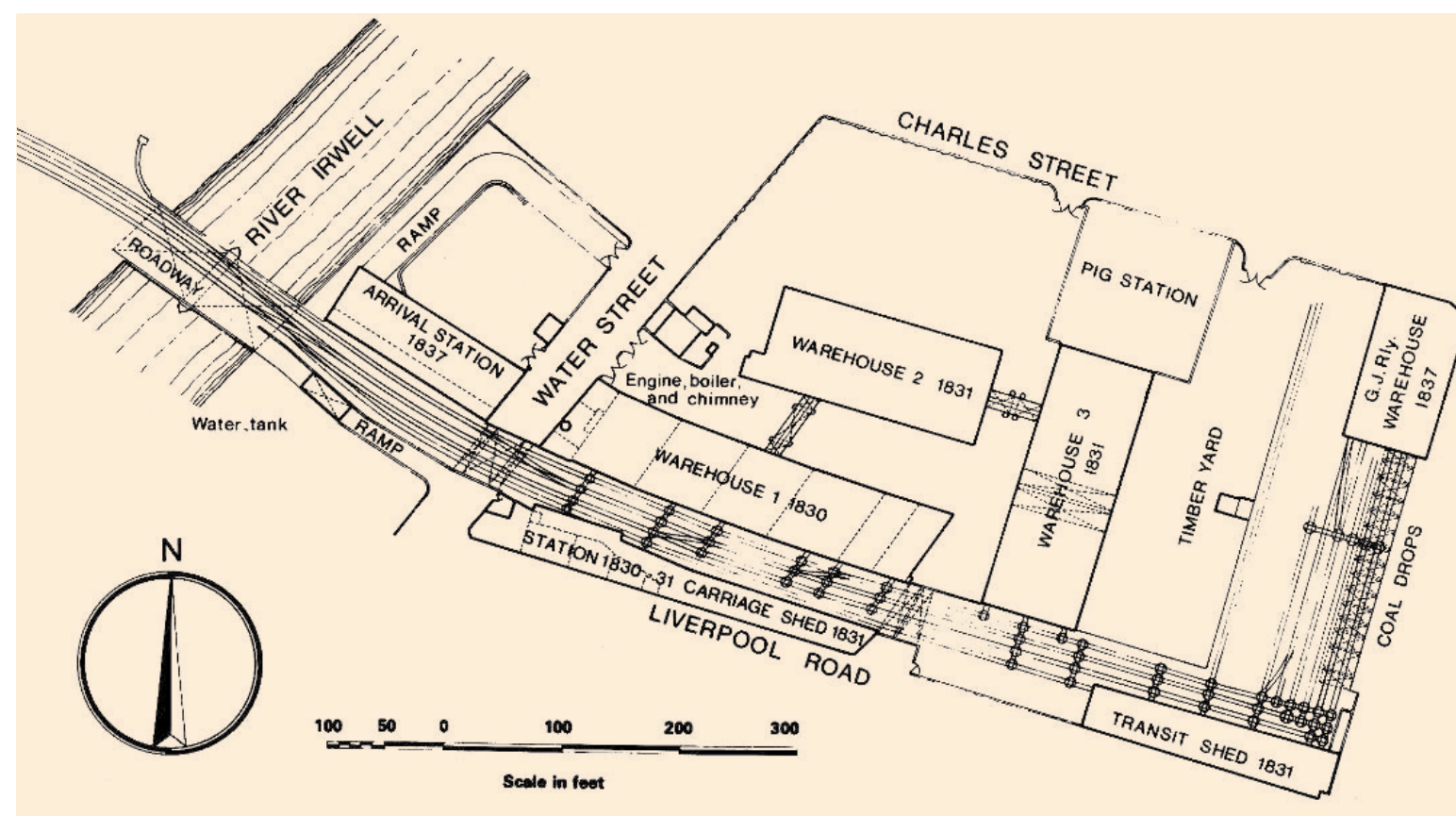


Figure 11 Bottom:
Figure 12 Site Plan c.1837¹¹



2.4.3 Amalgamation & Expansion

In 1845 the Manchester and Liverpool Railway was taken over by the Grand Junction Railway, which in 1846 amalgamated with the London & Birmingham Railway and the Manchester and Birmingham Railway to create the London & North Western Railway in 1846.

The next development at the site occurred in 1855 with the construction of a new shipping shed on land acquired to the east of the site through a Memorandum of Agreement with Manchester Corporation. 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, designed to move heavy goods from one wagon or cart to another

2.4.4 The Fire of 1866

On May 23 1866, a large fire broke out at the site, destroying the two Cotton Stores, by then known as Warehouse 1 and 2⁶. Described in the next day's issue of the Manchester Guardian as

"a fire which for magnitude and destruction of property is one of the largest that has ever occurred in this city"

Both warehouses were gutted, however only one wall collapsed. The risk of further collapse led to the immediate demolition of both warehouses once the fire has been extinguished.

2.4.5 Final Phase of Station Development

The fire of 1866 was the precursor to the final phase of development at the Station. The warehouses lost in the fire were replaced by the 1967-9 Grape Bond Warehouse as well as a cast-iron viaduct over the Irwell, abutting Stephenson's bridge and expanding across the site. The decision to replace two warehouses built for cotton storage with one large bonded goods warehouse is indicative of a shift in priorities.

While the south side of the viaduct formed an open undercroft, the north side formed a series of arches. Over time, these arches were used for workshops, stables and storing the Railway Company's own equipment and supplies⁷.

2.4.6 The Great Western Warehouse

With the completion of the redevelopment of its existing land, the London and North Western Railway decided to acquire more land to enable expansion of its facilities. By 1878 the company has enquired enough land for the construction of the new Great Western Warehouse (the New Warehouse) and the warehouse was built between 1878 and 1880. The 1867 viaduct ran two tracks into the warehouse with loading platforms integrated into the structure.

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).

Figure 13 Top: Bonded Warehouse from Granada Side¹²

Figure 14 Bottom: 1867 Viaduct and Great Northern Warehouse (left) and 1830 Warehouse (right), 1980 © Manchester Libraries (m62857).

2.4.7 Decline & Fall

Liverpool Road Station continued to thrive into the twentieth century and continued to receive and handle an exceptional amount 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. Physical evidence at the site suggests little investment was made in the station from with period onwards.

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.

Part of the site, including the Grape Street Warehouse was sold to Grenada Television in the 1950s, who redeveloped the building to form studios.

Liverpool Road Station survived the station closures that arose from the 1963 Beeching Report (which focused on underused rural passenger lines) and that reduced the size of the rail network by more than a fifth between 1965 and 1970⁸.

The rest of the site remained in use until 1975 after which point the station closed.



Figure 15 1830 Warehouse, 1979
© Manchester Libraries (m62976).

2.4.8 Repair & Reuse

Following the closure of the station, the buildings largely fell into disrepair. There was growing local concern for the condition of the buildings, and in 1978 the Liverpool Road Station Society was formed with the aim of securing the restoration of the buildings.

In late 1978, British Rail made an improved offer to Greater Manchester Council: in addition to handing over both the Passenger Station and the Old Warehouse for the sum of £1, it would contribute £100,000 towards the restoration costs. This time the offer was accepted, although the actual formal transfer of property was not signed until June 1982.

As one of the largest funders of the North Western Museum of Science and Industry, the Liverpool Road Station presented an interesting opportunity as a potential permanent museum location.

Attention was also turned to the Shipping Shed (Power Hall) which was also acquired by the Council in 1979 on the promise of £30,000 worth of repairs.

The Council invested an additional £30,000 in relaying the tracks between the Station and the operational line, allowing the 1980 Great Railway Exposition to bring locomotives back to the station. Urgent repairs to the Old Warehouse were also completed at this time.

Following the Exposition, the restoration of the Shipping Shed, Station Master's House and Coach Offices began.

The obvious place for the Museum entrance was at the Lower Byrom Street end of the site because it was closest to the city centre. This meant that the conversion of the Shipping Shed needed to accommodate entrance facilities, which was effected by building a small extension at the north-east corner. In order to create an inviting façade along Liverpool Road, the large doorways were glazed. The interior transformation of the Shipping Shed into the Power Hall involved the careful co ordination of building work and exhibit installation, as the larger steam engines had to be securely set into the floor.

The Station Agent's House was renovated as offices for Museum staff and the booking halls and waiting rooms of the Passenger Station were to be exhibition space.

The New Warehouse was also acquired by Greater Manchester Council.



Figure 16 Top : 1830 Warehouse, 1986
© Manchester Libraries (m59048).

Figure 17 Bottom: 1830 Warehouse Roof Repairs ,
1979 © Manchester Libraries (m62947).

2.4.9 The Greater Manchester Museum of Science and Industry

The first phase of restoration culminated in the opening of the Museum on 15 September 1983. The only buildings initially open to the public were the Power Hall and the Passenger Station, which contained a recreated First Class Booking Hall and an exhibition about the Liverpool & Manchester Railway in the adjacent second class booking hall.⁹

The buildings across the site were subsequently repaired in a phased period of restoration. The basement and ground floor of the New Warehouse were restored between 1987 and 1988 to create exhibition space, with the upper floors restored slightly later. A vehicle ramp was also constructed connecting the lower and upper yards.

The 1830 Warehouse was restored between 1985 and 1896 to house the National Electricity Gallery. The gallery opened in 1986.

Between 1986 and 1987, the parcel offices, shops and carriage shed, built as an extension to the Passenger Station, were rebuilt due to their unsound foundations.

The building was carefully dismantled, but there were inevitably some breakages of bricks and slates. Reclaimed like bricks and slates were used to replace original fabric lost in this way. [...] the building was modified internally by inserting doorways in the internal walls to allow an east-west visitor flow and reopening some of the viaduct arches to provide staircases between the basement and ground floor. At the western end of the former carriage shed, a glass-walled design studio was created. In 1988 the Museum was awarded the Heritage in Britain Award, given for the best project which secures the long-term preservation of a site or monument, for its restoration and conversion of the world's oldest railway station.¹⁰

2.4.10 Restoration & Expansion of the 1830 Warehouse & New Warehouse

Following the award of a £400,000 grant from English Heritage (now Historic England) and the completion of a full archaeological survey, the 1830 Warehouse was restored to the designs of BDA Architects between 1992 and 1996.

The New Warehouse was extended in 1992 by building a new frontage on Lower Byrom Street, flush with the entrance frontage, and in 1995 the Changing Exhibition Gallery was created.

The Museum made a successful application in the first round of HLF grants (now National Lottery Heritage Fund), which netted 50% (£400,000) of the costs of further works.

This HLF [sic] success prompted the Museum to submit an application for a maximum grant towards the costs of a much bigger project, titled the Final Phase scheme, in

1996. An £8.8 million grant was approved by HLF [sic] in February 1997, but building work did not begin until March 1999.

The construction programme consisted of: the conversion of the vacant western halves of the first and second floors of the Lower Byrom Street Warehouse; the construction of a largely glass lift and stair tower and a fire escape tower abutting the west elevation; the expansion of shop extension; the conversion of much of the basement and rear half of the Colonnade to create a collections centre, plus a photographic studio and technical services workshop; the relaying of setts in the lower yard to produce a more even surface; and the completion of the network of smooth paths between buildings.

Figure 18 Promotional Brochure for the Opening of the Museum, 1983 © Manchester Archives



2.4.11 Recent Works

Between 2009 and 2010, Buttress Fuller Alsop Williams Architects (now Buttress Architects Ltd.) completed another round of restoration and expansion works to the New Warehouse.

The works included the removal of modern ramps, staircases and partitions, the introduction of a series of new partitions, the construction of a new entrance extension, the construction of glazed external stair cores and rooflights.

In 2021, the lower ground floor of the New Warehouse was converted into the Special Exhibitions Gallery (SEG). The SEG connects out to the lower yard with a secondary entrance leading to the undercroft of the 1867 Viaduct.

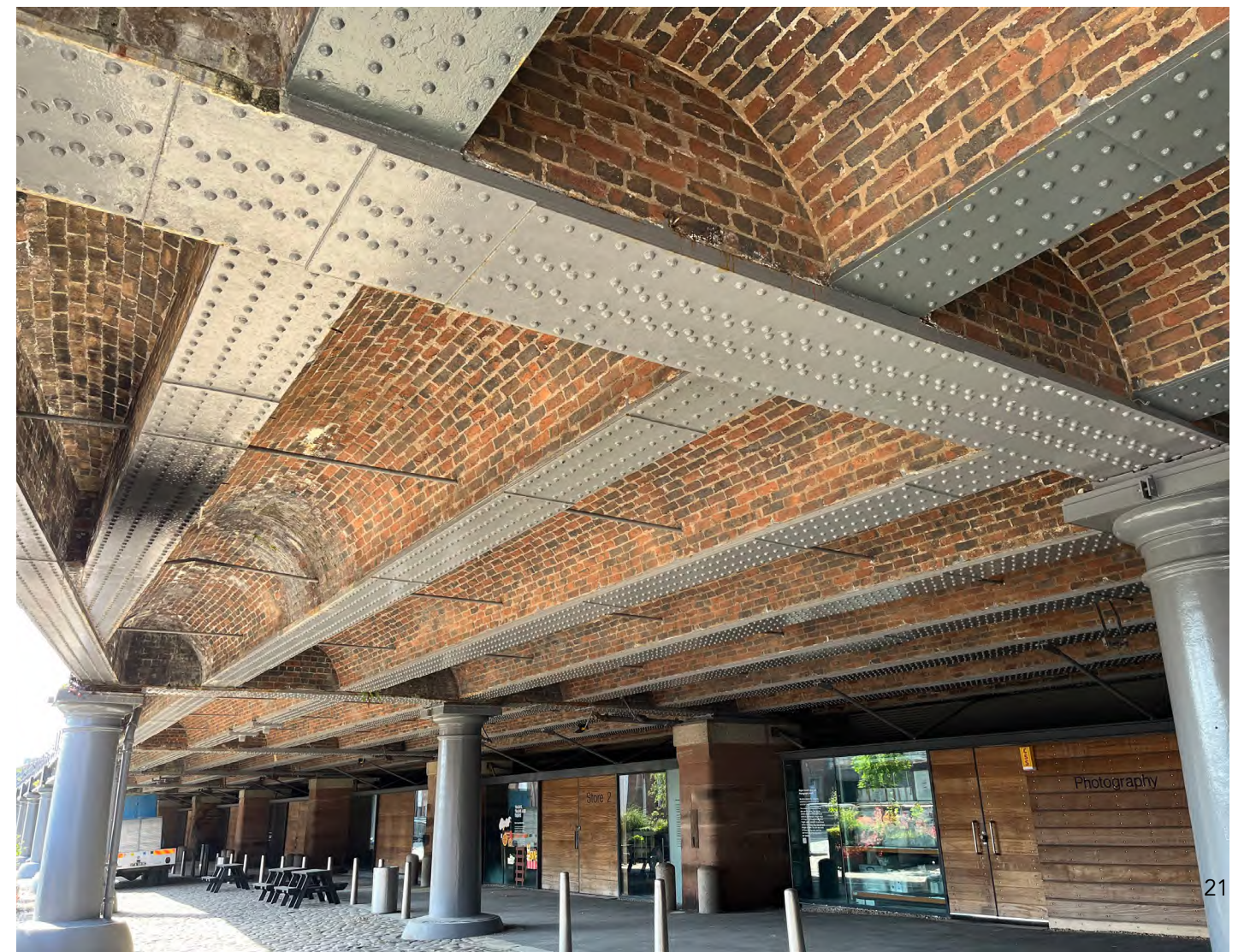


Figure 19 Top: Inside the SEG

Figure 20 Bottom: View from the SEG of the 1867 Viaduct undercroft.

2.5 Power Hall & Gantry: Summary of History & Development

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.

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.

The first shipping shed was subsequently replaced in 1855 with a new warehouse (now the Power Hall), with the addition of new tracks. The new warehouse featured three large doors on its southern elevation, fronting Liverpool Road, allowing access to the shed for carts. Trains were able to enter the new shed via openings in the western elevation.

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 (see Visitor Services Building for further details).¹³

The static cabins of the Gantry were later removed from the crane during the 1980s.

Figure 21 Overleaf: View of SIM site from 20 Stories, Spinningfields



3.0

Assessment of Significance

3.0 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 following breakdown of significance address each asset on the site individually. Those assets addressed are those which will be subjects to works included in the proposed development.

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.

3.1 Power Hall & Gantry

3.1.11.1 Prehistoric

The understanding of prehistoric settlement in Manchester is still poorly understood. Physical evidence for prehistoric settlements are fragmentary. An excavation carried out in 2007 at 73/83 Liverpool Road (Adjacent to the Power Hall) yielded ‘slight evidence of prehistoric activity in the area... in the form of two Mesolithic flint, one Neolithic/Bronze Age waste flake and one fragment of Late Bronze Age/Iron Age pottery. All of these artefacts were recovered from either Roman or 1th century deposits’.¹⁴

The potential for buried archaeological remains deriving from prehistoric activity within the Site Area is considered to be **low**. Some isolated finds may be possible within the Upper Yard however, due to the former agricultural use of the area, and the significant disturbance as a result of the industrial development and construction of the Power Hall, this is unlikely.

3.1.11.2 Roman

‘The first [Roman] military occupation of Manchester was established during the governorship of Agricola (AD 77-84), and commenced with a five-acre wooden fort, known as Mamucium.¹⁵ The site of this encampment is marked today by Camp Street in Castlefield, situated c 250m to the south-east of the Site

Excavations carried out 73/83 Liverpool Road uncovered truncated Roman remains providing evidence that the *Vicus* (or village) of the Castlefield Roman fort extended north-west, representing three distinct phases of activity. ¹⁶The lack of cellars in some of the Georgain housing resulted in many of the remains being preserved in situ.

Additional excavations and finds in the area have revealed that the extent of the *Vicus* extended north of the fort, terminating at Quay Street. The western end of the museum site therefore sits within the possible settlement boundary.

There is little evidence within the site of Roman activity between the *Vicus* and the River Irwell, with the exception of the discovery of six

unstratified Roman coins found ‘in 1876 while foundations were being dug for a bridge over the Irwell, near Quay Street’.¹⁷

Due to the extensive development, along with the construction of the initial Shipping Shed, its demolition, and the subsequent construction of the Power Hall, the potential for any subsurface remains within the footprint of the warehouse are low.

The potential for buried archaeological remains deriving from Roman activity within the Site Area is considered to be **low**, with the likelihood of any potential remains being located within the upper yard.

3.1.11.3 Medieval

There is very little archaeological evidence in the region as a whole that represents the period between the end of the Roman occupation and the Norman Conquest.

Given the location of the Site away from known medieval settlements and Manchester’s medieval centre, the potential for buried archaeological remains is unlikely. The possibility of medieval finds should not be ruled out given the agricultural use of the area and practice of manuring arable fields, however it is unlikely that any in situ finds will be recovered.

The potential for buried archaeological remains deriving from Medieval activity within the Site Area is considered to be **low**.

3.1.11.4 Post-medieval

'During the 18th century, south-east Lancashire was predominantly agricultural with isolated settlements, market towns and Manchester at its heart. By the 1780s, Manchester became the centre of a factory-based cotton manufacturing industry of international repute. The industrialisation of Manchester was greatly facilitated by the expansion of the canal network and canalisation of the city's waterways during the 18th century, which provided the first efficient means of transporting bulk loads of goods'.¹⁸

The area remained largely rural until the construction of terraced worker cottages in the 19th century, just prior to the construction of Liverpool Road Station. **Figure 22** shows the approximate location of the Power Hall and Gantry in relation to the former cottages.

Trial pits excavated in 2010 revealed fragmentary remains of the cottages in the upper yard.

The potential for buried archaeological remains deriving from post-medieval activity within the Site Area is considered to be **low/medium**, with any potential remains being located within the Upper Yard, beneath, and to the north of the Gantry.



Figure 22 1851 Map Showing Approximate Existing Location of the Power Hall and Gantry.

- Approximate Location of the Power Hall and Gantry

3.1.11.5 Summary of 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**.

3.1.1 Architectural & Artistic Interest

3.1.1.1 *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 Shipping Shed 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.

3.1.1.2 *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. Its interior, exterior and connectivity to the Liverpool Road Station tracks are all representative of the building's original use.

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. 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.

3.1.1.3 *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**.

3.1.2 Historic Interest

3.1.2.1 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.

Exhibition and Collections

The Power Hall is one of the key attractions of the museum and houses an impressive collection of steam engines, locomotives, and other industrial machinery. The steam engines and locomotives on display are representative of the technological advancements that transformed industries, transportation, and society during that time.

3.1.2.2 Communal Interest

The site is greatly valued by local and national communities. The closure of the station 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, the Liverpool Road Station Society was disbanded, but its members were invited to join the Museum’s new Friends organisation and some remain Friends today.

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.

3.1.2.3 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**.

3.1.3 Summary of Significance

The Power Hall’s **medium** heritage significance is captured by its Grade II designation.

The building is representative of the growth, expansion and change in use of the Liverpool Road Station site. The building is of high architectural quality and its form and layout is indicative of its former industrial use.

Along with surrounding buildings, the Power Hall and Gantry contributes to the group value held by the assets on the museum site. The Power Hall contributes to the surrounding townscape and takes a landmark streetscape position on approach to the museum.

The overall heritage significance of the Power Hall and Gantry is **medium**.

Figure 23 Overleaf: The Gantry Crane

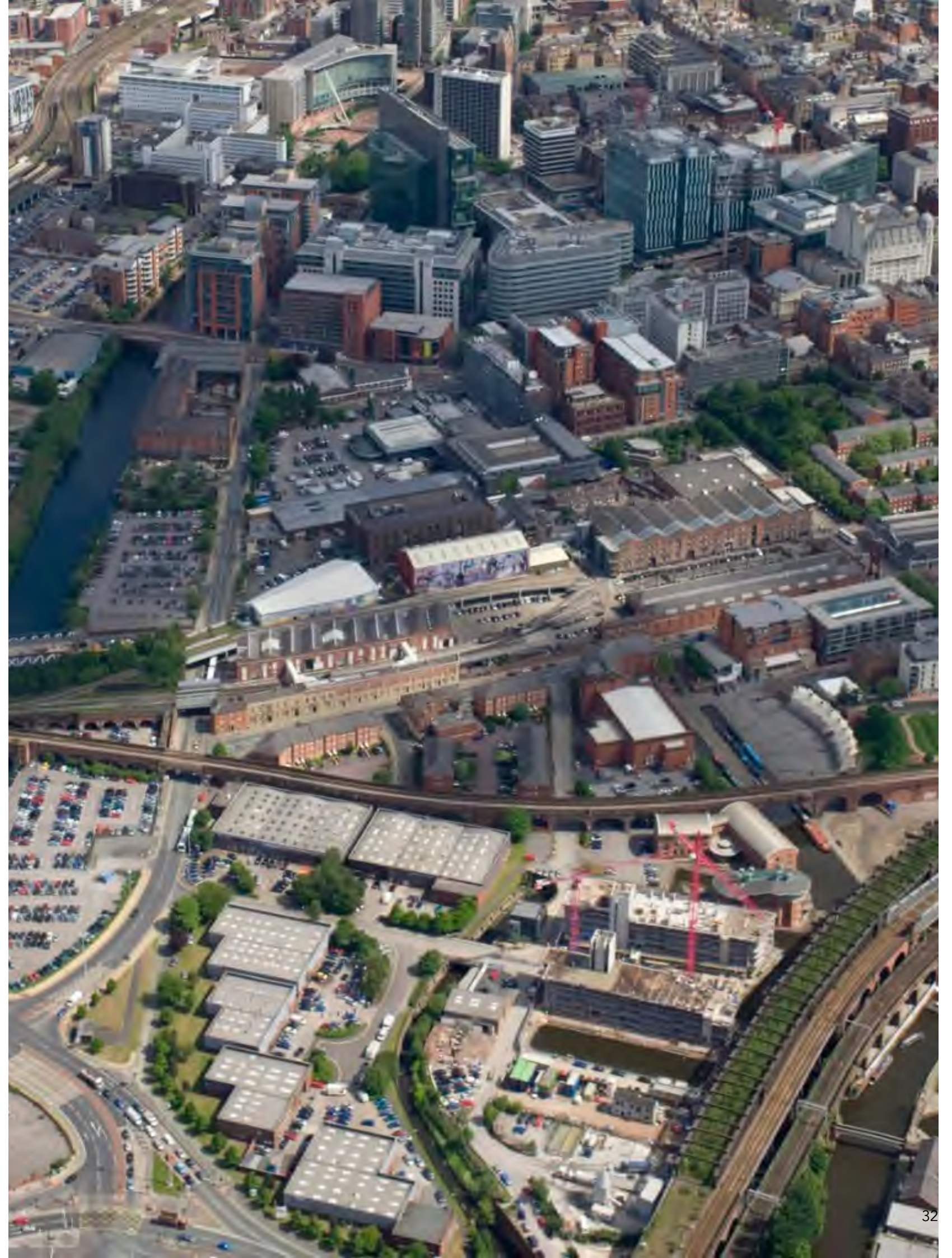


3.2 Group Value

As well as having individual heritage significance, the assets on the site have exceptional group value. Understanding the assets within their context, and within their group setting, will ensure a comprehensive understanding of their full significance. The collective presence of related elements can enhance the overall value of each individual component, creating a more cohesive and meaningful cultural and historic landscape.

When considering the future development and management of the assets on the site, their group value should be given due consideration to ensure that any potential change or enhancement to one element does not negatively impact upon the integrity and authenticity of the others, or of the group as a whole.

Figure 24 Aerial Image of Manchester, 2008,
Showing the SIM Site © Historic England
Photograph: 20792_006 flown 20/05/2008



3.3 Castlefield Conservation Area

The Castlefield Conservation Area is one of the largest conservation areas in Manchester, and is situated on the south-west side of the city centre. Its focus is the Roman fort from which it derived its name - i.e. 'castle in the field'..

The conservation area is characterised by Manchester's Roman origins and industrial past, including the Mamucium Roman fort dating back to AD 79 and historic canals, warehouses, and viaducts relating to the city's industrial past. The area's historic and modern buildings showcase diverse architectural styles, representing the city's development and growth over time.

The site contributes significantly to the character and interest of the conservation area, in terms of both historic interest and architectural and aesthetic value. The density and highly preserved nature of the railway buildings also contributes to the significance of the conservation area. The site contributes to the understanding of the development of the area and the invaluable role the Liverpool Station and wider museum site has taken in the development of the Castlefield Area.

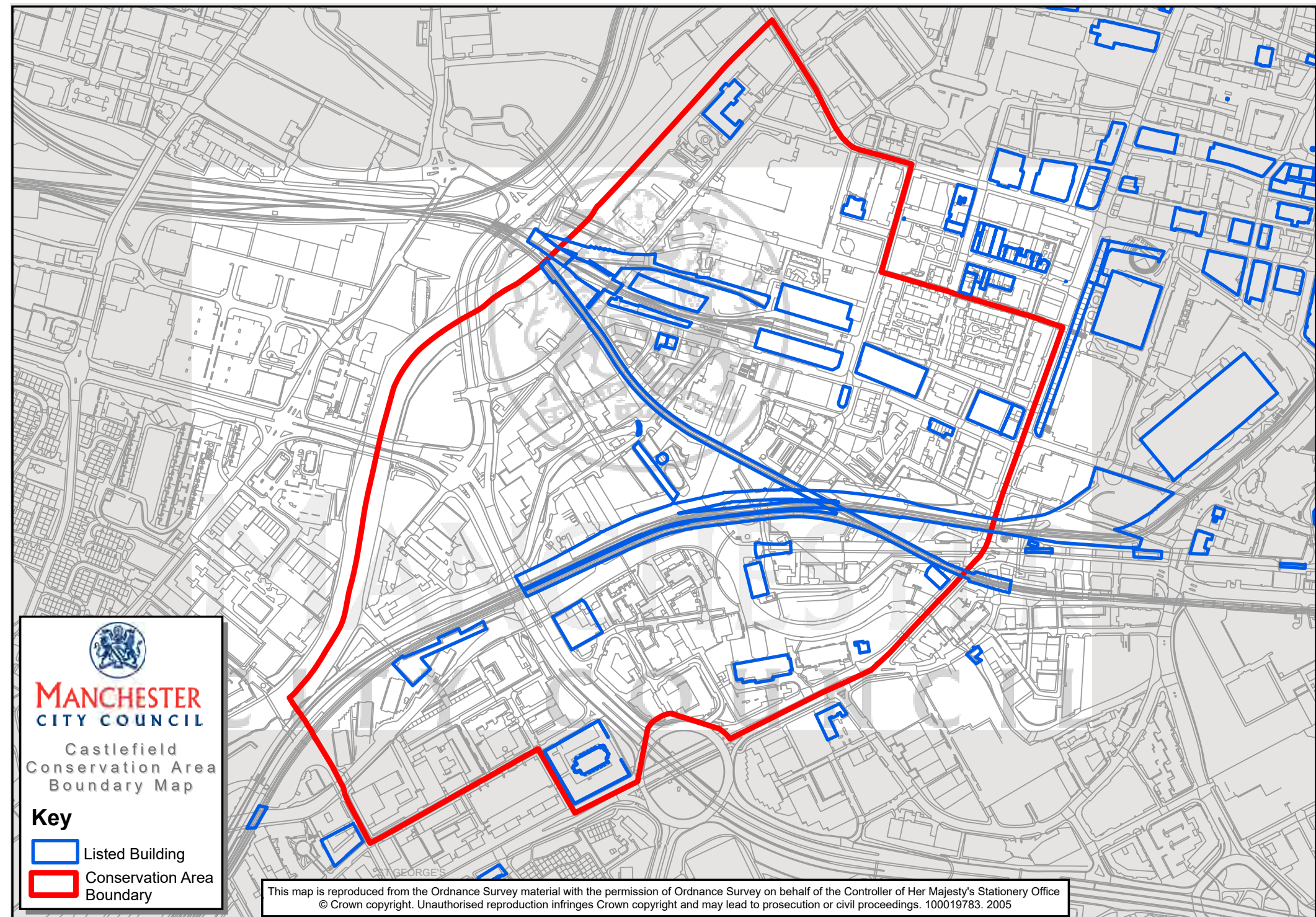


Figure 25 Map Showing Conservation Area Boundary © Manchester City Council

4.0

Summary of Proposed Works

4.0 Summary of Proposed Works

Works will involve the preparation, restoration and redecoration of the gantry. The works will include the following elements:

- Existing travelling crane base to be restored and reinstated onto the gantry. Bases will be stripped back and localised repairs will be made where necessary. This will be a static fixture and non-functional feature. The carts/ cabins themselves are not to be reinstated as part of these works.
- Gantry frame to be repaired and retouched. All existing paint and finishes are to be stripped back and localised repairs will be carried out where necessary. Final colour and finish to be decided in agreement with the client and MCC.
- New lead cappings will be introduced at the interface of the gantry with the Power Hall building to address and prevent existing issues around water ingress and birds.

5.0

Heritage Impact Assessment

5.0 Heritage Impact Assessment

5.1 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 28](#). 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.

5.1.1 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
Very High (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 26 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 27 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 28 9-point scale of impact

5.2 Impact of the Power Hall & Gantry

5.2.1 Restoration of the Traveling Crane Bases

The full stripping back of the existing finish will be required to establish the full extent of necessary repair and restoration works. Where localised repairs are required, repairs will be carried out like-for-like. Due to the current condition of the bases, the loss of some elements of fabric may occur during the restoration process. This is considered to be unavoidable, and the loss of fabric is predicted to occur nonetheless, should the works not be carried out. The restoration and salvage of the remaining existing fabric is considered to out-weigh the potential loss.

The bases will be reintroduced to the Gantry, however they will be static and non-functional for structural and safety purposes. The bases are not operational as existing so their static reinstatement will have no impact of the existing significance of the asset.

Their conservation and maintenance will be major beneficial for the long term care of the asset and will prevent the unnecessary loss of any further historic fabric.

The reinstatement of the cabins is not considered appropriate at this stage. Only one of the original cabins exists and is currently in storage. The cabin no longer has its timber detailing and the metal frame remains in poor condition. The restoration of the cabin does not form part of the current scope of works.

Overall, the proposed works are considered necessary to preserve and enhance the asset and ensure that the existing structural issues are resolved. The proposed works will result in **minor change** to the asset which will have a **slight impact**, which will be **moderate beneficial** in nature.

Where the works may result in some loss of fabric as part of the conservation works, the degree of harm will amount to **low less than substantial harm** to the significance of the asset. This level of harm is considered to be potentially unavoidable, should it occur, and is out-weighed by the benefits set out in [5.6 Conclusion & Justification Statement](#).

Where no fabric is lost, harm will amount to **no harm** to the significance of the asset.

5.2.2 Repair and Restoration of Crane

The full stripping back of the existing finish will be required to establish the extent of required repair and restoration works. Where localised repairs are deemed necessary, repairs will be carried out like-for-like.

Full paint analysis has been carried out to establish the original colour scheme and finish of the Gantry. Analysis suggests that the earliest and most significant paint schemes consist of dark red/brown ochre and iron oxide pigmented lead oil paints, [Figure 29](#). Following the removal of the existing finish as part of the works, the historic finishes revealed will also be recorded to inform the final solution. The final colour and finish of the Gantry is to be agreed by condition after necessary further sampling and testing has taken place.

The reinstatement of a more appropriate colour and finish informed by the findings of the analysis will be major beneficial to the significance and character of the asset.

Overall, the proposed works are considered necessary to preserve and enhance the asset and ensure that the existing structural issues are resolved. The proposed works will result in **moderate change** to the asset which will have a **moderate impact**, which will be **major beneficial** in nature.

The works will result in **no harm** to the significance of the asset.

5.2.3 New Capping Detail

The new lead capping will result in a minor visual impact to the Power Hall and Gantry.

The new capping has been proposed to address issues with water ingress, by preventing rain water from becoming trapped between the Gantry frame and the north elevation of the Power Hall. The detail will also prevent the nesting of birds and the trapping of debris in the same location. This will help with the long term management and maintenance of the Gantry and prevent any further degradation or defects.

Overall, the proposed works are considered necessary to preserve and enhance the asset and ensure that the existing structural issues are resolved. The proposed works will result in **minor change** to the asset which will have a **slight impact**, which will be **major beneficial** in nature.

The works will result in **no harm** to the significance of the asset.

Sample no. MoSI/PH/ 2.9



Figure 29 Extract from Paint Analysis report (Crick-Smith)

5.3 Impact on Archaeology

All proposed works will be above ground and result in no excavation, demolition or opening up works that would impact on any potential subsurface remains.

Due to the nature of the proposed works and the lack of any ground disturbance, there will be **no harm** to any potential archaeological remains.

5.4 Impact of the Castlefield Conservation Area

Where repairs are proposed to the Gantry, works are to be carried out in a like-for-like manner and will have no overall impact on the appearance or form of the crane, with the exception of the reinstatement of a more appropriate colour scheme and finish.

The reinstatement of a paint scheme and finish, informed by the finding of the aforementioned analysis, will be beneficial to the conservation area through the restoration of the buildings original character and appearance. This will enhance the character and authenticity of the conservation area.

The works will be beneficial to the preservation and enhancement of the conservation area, ensuring the long-term conservation and care of the historic buildings that lie within the site.

The proposed works will result in **no harm** to the significance or character of the Castlefield Conservation Area.

5.5 Impact on Group Value

Due to the limited and confined nature of the proposed works, the potential impact on the setting and character of the surrounding assets is considered to be negligible, and has subsequently not been outlined within this report.

There will be no direct impact on any of the surrounding listed buildings as a result of the works outlined within this proposal.

The proposed works will enhance both the quality and integrity of the Power Hall & Gantry. Although there will be limited visual impacts on the asset, the enhancements to quality of the building, along with the long-term conservation implications of the proposals, the works will be beneficial to the significance, quality and character of the assets as a group, and will support the continued operation and care of the museum site.

The proposed works will result in **no harm** to the significance of the assets in relation to their group value.

5.6 Conclusion & Justification Statement

The proposals will result in a significant enhancement to the condition of the Power Hall and Gantry, serving to provide essential upgrades and fabric repairs, securing its future for years to come.

The scheme will respond appropriately and sensitively to the character and fabric of the Grade II listed asset with minimal visual impact to the museum estate, whilst also providing numerous benefits to the building. Where negligible harm may occur, this will be outweighed by the following benefits, in accordance with Para 202 of Chapter 16 of the NPPF:

- Building fabric repaired including structural enhancements.
- Aesthetic enhancement across the external appearance of the Gantry, resulting from the reinstatement of a more appropriate colour scheme and finish.
- New detailing to prevent future issues relating to water ingress, debris build up, and damage from nesting birds.

6.0

Bibliography & Sources

6.0 Bibliography & Sources

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Manchester Archives, visited 23rd February 2023.

7.0

Appendices

7.0 Appendices

7.1 Appendix 1: Endnotes

1 Katherine Sather, Museum of Science and Industry (MoSI) Liverpool Road Station: Conservation Management Plan (Altrincham: Katheryn Sather & Associates, 2007)

2 Ibid, 16.

3 Sather, 32-100.

4 Ibid, 35.

5 Donald Insall Associates. "New Warehouse, Museum of Science and Industry, Liverpool Road, Manchester: Concise Heritage Assessment". March 2022.

6 Sather, 71.

7 Ibid.

8 Ibid, 77.

9 Ibid, 83.

10 Ibid, 84.

11 Ibid.

12 Ibid, 69.

13 Katherine Sather, Museum of Science and Industry (MoSI) Liverpool Road Station: CONSERVATION MANAGEMENT PLAN APPENDIX 1: GAZETTEER, 2007, 89-90

14 University of Manchester Archaeological Unit, Liverpool Road 2001 Excavation Report. Accessed via the Archaeological Data Service, August 22nd 2023.

15 Oxford Archaeology North. 2015. Bonded Warehouse, Water Street, Manchester, Archaeological Desk Based Assessment.

16 University of Manchester Archaeological Unit, Liverpool Road 2001 Excavation Report. Accessed via the Archaeological Data Service, August 22nd 2023.

17 University of Manchester Archaeological Unit, Liverpool Road 2001 Excavation Report. Accessed via the Archaeological Data Service, August 22nd 2023.

18 Oxford Archaeology North. 2015. Bonded Warehouse, Water Street, Manchester, Archaeological Desk Based Assessment.

7.2 Appendix 2: Listing Descriptions

7.2.1 1830 Viaduct

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1254726

Date first listed: 20-Jun-1988

Date of most recent amendment: 06-Jun-1994

List Entry Name: RAILWAY VIADUCT LINKING BRIDGE OVER IRWELL TO LIVERPOOL ROAD STATION

Statutory Address 1: RAILWAY VIADUCT LINKING BRIDGE OVER IRWELL TO LIVERPOOL ROAD STATION, WATER STREET

Location

Statutory Address: RAILWAY VIADUCT LINKING BRIDGE OVER IRWELL TO LIVERPOOL ROAD STATION, WATER STREET

The building or site itself may lie within the boundary of more than one authority.

District: Manchester (Metropolitan Authority)

Parish: Non Civil Parish

National Grid Reference: SJ 82918 97896

Details

MANCHESTER

SJ8297 WATER STREET 698-1/18/428 (West side)
20/06/88 Railway viaduct linking bridge over Irwell to Liverpool Road Station (Formerly Listed as: WATER STREET (West side) Railway bridge (etc), attached viaduct, animal ramp, north of Liverpool Road)

GV II

Railway viaduct, with attached animal ramp at east end of south side, including bridge carrying railway line over Water Street to former Liverpool Road Station. 1830 with bridge rebuilt 1905. Brick viaduct, iron bridge. Viaduct has arcade of segmental arches (that at the west end with springing built into stone abutment of bridge over river); animal ramp attached at right-angles, also of brick with parapets and cobbled deck. Iron-girder bridge over street. Retaining wall to Water Street with monumental banding. Although re-built, forms integral element of railway structures associated with Liverpool Road Station, the first passenger railway station in the world, linking it to the bridge over the river Irwell.

Listing NGR: SJ8291897896

7.2.2 Station Building

Official list entry

Heritage Category: Listed Building

Grade: I

List Entry Number: 1291477

Date first listed: 18-Dec-1963

List Entry Name: FORMER LIVERPOOL ROAD RAILWAY STATION STATION MASTERS HOUSE

Statutory Address 1: FORMER LIVERPOOL ROAD RAILWAY STATION, LIVERPOOL ROAD

Statutory Address 2: STATION MASTERS HOUSE, LIVERPOOL ROAD

Location

Statutory Address:

FORMER LIVERPOOL ROAD RAILWAY STATION, LIVERPOOL ROAD

Statutory Address:

STATION MASTERS HOUSE, LIVERPOOL ROAD

The building or site itself may lie within the boundary of more than one authority.

District: Manchester (Metropolitan Authority)

Parish: Non Civil Parish

National Grid Reference: SJ 82952 97867

Details

MANCHESTER

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

GV I

Also known as: Museum of Science and Industry, Liverpool Road Station LOWER BYROM STREET. Passenger railway station at terminus of Liverpool and Manchester Railway, now part of museum complex. 1830, by George Stephenson for the Liverpool and Manchester Railway Company, with attached house of 1808, formerly occupied by station agent; altered. Red brick, the booking offices faced with sandstone ashlar and stucco; hipped slate roofs. Rectangular plan parallel to street, with house to left and added range of former shops to right. Classical style. The BOOKING OFFICES, which back onto an embankment carrying the railway line at 1st floor level to the rear, have a 2-storey 4-bay facade (2:1:2:1 windows), symmetrical except for the 4th bay, with channelled rustication to the ground floor, panelled pilasters to the upper floor, a moulded cornice and high parapet with cornice and blocking course. The 2nd bay (the centre of the symmetrical portion, containing the entrance

to the 1st Class booking hall) breaks forward slightly, has a large square-headed doorway with an architrave of coupled pilasters, moulded cornice and blocking course surmounted by a vase-pedestal sundial, and a recessed panelled door with rectangular overhead; and at 1st floor a tripartite sashed window with a cornice. The flanking bays have 15-pane sashed windows at ground floor flanked by wide segmental-headed tripartite sashed windows with glazing bars, and 12-pane sashes at 1st floor with moulded architraves. The 4th bay, containing the entrance to the 2nd Class booking hall, has a doorway at ground floor similar to the other but with single pilasters, and a 12-pane sash above like the others. Interior: separate booking halls and staircases leading to platform. Rear: 2 doorways to the platform with moulded stone surrounds, a tripartite sashed window to the left of the 1st Class doorway and a one-light sash to the left of the other. To the east, an added hipped-roof platform canopy on slender iron columns (C20 offices with glazed screen wall inserted under this roof). The former HOUSE to the left of the booking offices, 3 storeys and 3 bays to the same height, symmetrical, has a doorway with pedimented stone architrave, sashed windows of 16 panes at ground and 1st floors and 12 panes at 2nd floor, all with raised sills and flat-arched heads, and modillioned eaves; and a double-splayed left corner to the return wall, with sashed and blind windows. To the right of the booking offices is a long 9-bay range, recently rebuilt or restored, formerly with shops at ground floor and a train shed above, which is stuccoed at ground

floor, has coupled pilasters, 1st-floor sill-band, moulded cornice and high brick parapet (carried across from the booking offices), and most bays with symmetrical openings including a round-headed doorway at ground floor flanked by windows in segmental-headed blank arches, and 2 windows above. HISTORY: oldest surviving passenger railway station in the world; ceased to handle passenger traffic in 1844 (when Hunt's Bank station was opened, now Victoria Station, q.v.), but continued in use as goods station until 1975. Forms group with Old Warehouse on opposite side of railway track (q.v.).

Listing NGR: SJ8295297867

7.2.3 1830 Warehouse

Official list entry	Details	
Heritage Category: Listed Building	MANCHESTER	
Grade: I	SJ8297 LIVERPOOL ROAD 698-1/18/208 (North side) 08/05/73 Old Warehouse to north of former Liverpool Road Railway Station	
List Entry Number: 1282991		
Date first listed: 08-May-1973	GV I	
List Entry Name: OLD WAREHOUSE TO NORTH OF FORMER LIVERPOOL ROAD RAILWAY STATION		
Statutory Address 1: OLD WAREHOUSE TO NORTH OF FORMER LIVERPOOL ROAD RAILWAY STATION, LIVERPOOL ROAD		
Location		
Statutory Address: OLD WAREHOUSE TO NORTH OF FORMER LIVERPOOL ROAD RAILWAY STATION, LIVERPOOL ROAD		
The building or site itself may lie within the boundary of more than one authority.		
District: Manchester (Metropolitan Authority)		
Parish: Non Civil Parish		
National Grid Reference: SJ 82990 97886		
		right-hand loading slot in the 3rd bay has a hoist pulley over the lintel, and apparently altered brickwork over the other loading slots suggests that all were formerly equipped with similar hoists. The left hand return wall has (inter alia) a small pediment to the centre, with an oculus; the 3-storey 6-window right-hand return wall has a doorway with stone surround at the left end of the ground floor, 2 segmental-headed doorways at 1st floor level, and narrow rectangular windows diminishing in the height. The 3-storey rear, with cornice and lunettes like the front, and pilasters which have small windows, has 3-stage loading slots arranged singly or in pairs corresponding to those at the front, with hoists over all except one at the west end and 2 at the east end, doorways with stone surrounds next to the single slots, and small rectangular barred windows with wedge lintels. Interior: timber construction visible.
		Listing NGR: SJ8299097886

7.2.4	1867 Viaduct	National Grid Reference: SJ 83013 97907
	Official list entry	Details
	Heritage Category: Listed Building	MANCHESTER
	Grade: II	SJ 8397 NW, LIVERPOOL ROAD, 698-1/30/212, (North side)
	List Entry Number: 1200805	
	Date first listed: 06-Jun-1994	Colonnaded railway viaduct at former Liverpool Road Goods Depot
	List Entry Name: COLONNADED RAILWAY VIADUCT AT FORMER LIVERPOOL ROAD GOODS DEPOT	GV II
	Statutory Address 1: COLONNADED RAILWAY VIADUCT AT FORMER LIVERPOOL ROAD GOODS DEPOT, LIVERPOOL ROAD	Railway viaduct. Probably c.1870. Cast-iron. A series of cast-iron columns on stone bases supports the viaduct which has cast-iron beams showing at the sides.
	Location	Listing NGR: SJ8301397907
	Statutory Address: COLONNADED RAILWAY VIADUCT AT FORMER LIVERPOOL ROAD GOODS DEPOT, LIVERPOOL ROAD	
	The building or site itself may lie within the boundary of more than one authority.	
	District: Manchester (Metropolitan Authority)	
	Parish: Non Civil Parish	

7.2.5 New Warehouse

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1283016

Date first listed: 06-Jun-1994

List Entry Name: MANCHESTER MUSEUM OF SCIENCE AND INDUSTRY, FORMER LOWER BYROM STREET WAREHOUSE

Statutory Address 1: MANCHESTER MUSEUM OF SCIENCE AND INDUSTRY, FORMER LOWER BYROM STREET WAREHOUSE, LOWER BYROM STREET

Location

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

The building or site itself may lie within the boundary of more than one authority.

District: Manchester (Metropolitan Authority)

Parish: Non Civil Parish

National Grid Reference: SJ 83172 97868

Details

MANCHESTER

SJ8397NW LOWER BYROM STREET 698-1/30/230 (West side) Manchester Museum of Science and Industry, former Lower Byrom Street warehouse

GV II

Formerly known as: Lower Byrom Street Warehouse of Liverpool Road Station LOWER BYROM STREET. Railway goods warehouse, now part of museum complex. 1880, altered. Red brick with dressings of red brick and some sandstone, slate and glass roof. Large rectangular plan on east-west axis with entrances for railway lines through west end. Three storeys and basement, with south facade of 7 gabled bays, each bay having 2 pairs of windows; blue brick plinth and bands between floors with vertical strips extended to the windows; segmental-headed windows diminishing in the height, with stone imposts and blue brick keystones and arch-bands, iron-framed small-pane glazing; large segmental-headed wagon archways to the 2nd, 3rd and 5th bays, 2-stage loading slot to the upper floors of the 3rd bay. Eight-window west end, with 2 large square train entrances at ground floor; staggered east end with 4-window main facade, altered entrance at ground floor.

Listing NGR: SJ8317297868

7.2.6 Power Hall

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1291458

Date first listed: 06-Jun-1994

List Entry Name: POWER HALL OF MUSEUM OF SCIENCE AND INDUSTRY

Statutory Address 1: POWER HALL OF MUSEUM OF SCIENCE AND INDUSTRY, LIVERPOOL ROAD

Location

Statutory Address: POWER HALL OF MUSEUM OF SCIENCE AND INDUSTRY, LIVERPOOL ROAD

The building or site itself may lie within the boundary of more than one authority.

District: Manchester (Metropolitan Authority)

Parish: Non Civil Parish

National Grid Reference: SJ 83155 97820

Details

This list entry was subject to a Minor Amendment on 15/11/2016

SJ8397NW 698-1/30/218

MANCHESTER LIVERPOOL ROAD (North side)
Power Hall of Museum of Science and Industry

GV II Railway goods transfer shed, now museum exhibition hall. 1855, for London and North Western Railway. Red brick with some sandstone dressings, hipped slate roof. Very long rectangular plan parallel to street, with wide splayed corner and short return to Lower Byrom Street. Single storey, 6:7:4 blind windows with wagon entrances between these groups and another in the splayed corner; round-headed blind windows with stepped surrounds and raised stone sills, large square-headed wagon doorways with flat-arched heads and stone fenders at the bases of the jambs (formerly furnished with sliding wooden doors but now glazed); continuous brick frieze with simplified corbel table and white brick band, brick parapet with stone coping. Three-bay return side similar.

Includes offices at the W end with four pairs of arched windows with keystones and shared stone sills to each of the two storeys, which are separated by a dentillated string course (formerly eaves, prior to the addition of the first floor). Rubbed-brick arched doorway on Liverpool Road with stone open pediment above retains timber double doors and later fanlight. Four-pane timber sash windows to front and rear elevation (some to rear altered during conversion to museum). Modillioned timber box gutter, central four-pot chimney stack and two-pot end stack. Rear (N)

wall has carriage stones at each corner. Office interior said to retain fireplaces and cornices.

Listing NGR: SJ8315597820

Buttress

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