

SIM Viaduct Waterproofing

Heritage Assessment
October 2023



Version history

Project name: SIM Combined Projects
Project number: 9488
Client: Science and Industry Museum

Rev:	Date:	Status	Name	Description
7	October 23	Re-Issue for Planning	Freya Needham Heritage Consultant	Re-Issue for Planning
6	September 23	Issue for Planning	Freya Needham Heritage Consultant	Issue for Planning
5	August 23	Draft Issue	Freya Needham Heritage Consultant	Draft Issue
4	August 23	QA	Jenna Johnston Associate Heritage Consultant	QA
3	August 23	Development	Freya Needham Heritage Consultant	Draft Assessment
2	July 23	QA	Jenna Johnston Associate Heritage Consultant	QA
1	April 23	DRAFT	Freya Needham Heritage Consultant	Draft Statement

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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 I listed Station Building and Grade I Listed 1830 Warehouse, 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 addresses the Station Building and 1830 Warehouse independently in recognition of their separate designations. The Viaduct is also considered in acknowledgement that it falls within the curtilage listing of the Grade I listed 1830 Warehouse.

The report also takes consideration of the assets across the 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.

This Statement is written without prejudice to previous reports about the site, particularly previous Heritage Statements and Assessments of Significance.

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 site is bounded to the north by a number of large warehouses including the site of the new Factory International building, 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 site also contains 6 listed structures, as well as 2 curtilage listed structures. These are:

- 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.

Water Street Bridge - Grade I 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, as per the listing description (7.2.1 1830 Viaduct) and Manchester City Council Conservation Area Map shown in Figure 30. Full extent of the listed structure further west is not shown on this diagram.

- 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.

- Grade I Listed

- Grade I Curtilage

- Grade II Listed

- Grade II Curtilage

- Grade I & II Curtilage

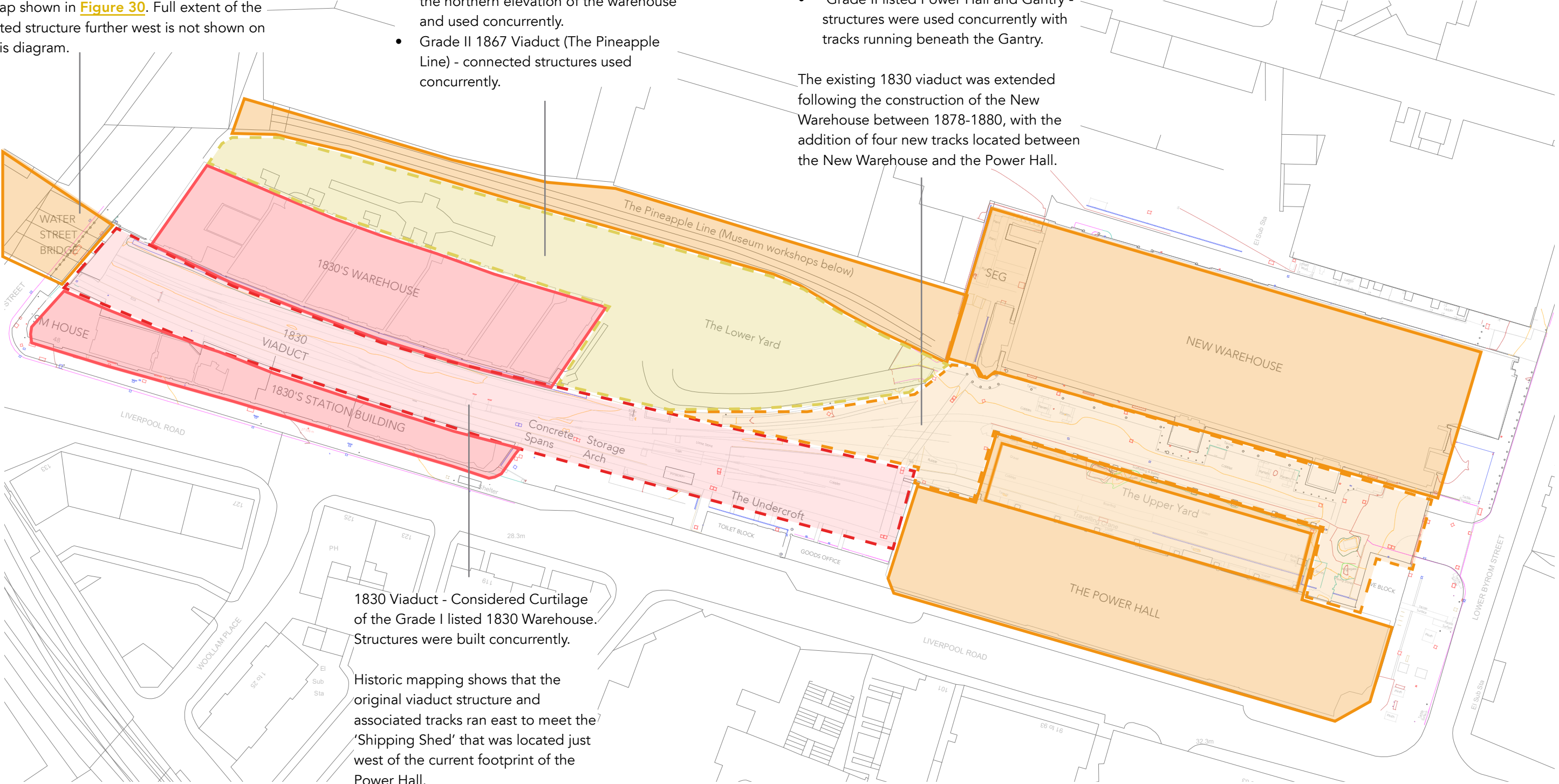


Figure 2 Designation Map

2.2 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	
Collonaded 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

2.3 Description of the Heritage

The heritage assets described here are those that will potentially be impacted by the works proposed in this Planning and Listed Building Consent Application. 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](#).

2.3.1 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



2.3.2 Liverpool Road Station Complex

The Liverpool Road Station Complex is the oldest part of the site, and comprises the Station Building and Station Masters House, the 1830 Warehouse, and the 1830 Viaduct.

2.3.2.1 Station Building

The Station Building itself comprises three buildings: The Station Master's House; the Passenger Station; the Carrier's Offices, Carriage Shed and Shops.

The Station Master's House is a late Georgian three-storey corner house (with basement) with the principal elevation on Liverpool Road. The symmetrical front façade has three bays while the Water Street façade has 2 bays. It is trapezoidal in plan with an oblique corner and a one-bay extension to the rear, where there is a service yard. It has a pitched and gable slate roof, with three chimney stacks. The main façade is dominated by the front door, positioned between stone Doric pilasters and the large sash windows.

The extension to the rear almost abuts the 1830 viaduct at first floor level. A modern fire escape access the rear of the house at second floor level. At ground floor level there are heavy timber double gates from Water Street into the service yard with the back door and access to the arches of the viaduct.²



Figure 5 View of the Liverpool Road Station Complex



The Passenger Station is a two-storey (with basement) building with its main façade on Liverpool Road, forming a continuous façade with the Station Master's House on the west and the Carriers' Offices and Shops on the east.

The main façade is mainly of brick disguised by the application of stucco, which has a rusticated ashlar-effect finish on the ground floor and a smooth finish on the first floor, brickwork is exposed on the rear elevation. Door cases, ground floor sills, stringing, cornice and coping are sandstone. The gabled roof is of slate with three chimney stacks.

It is rectangular in plan and is almost symmetrical around the projecting entrance bay with double doors between double square stone pilasters below a stone headstone and moulded architrave. Above this is a grand four-by-three sash window set between stone mullions, with narrow lights at each side. The door to the second class hall is at the eastern end and is less imposing. The main ground floor windows echo the upper central window formation but have arched lintels. A wrought-iron light extends over the doorway and a stone sundial baluster, visible from the first class waiting room, was added in 1833. At platform level, to the rear of the building, door open on to the platform from each waiting room. Initially the space was left uncovered; a roof was added in 1834.

The Carrier's Offices, Carriage Shed & Shops comprise a long narrow, slightly irregular rectangle building of two storeys with basement. The Liverpool Road façade is brick. The eight two-bay shop units were separated by stone pilasters up to the moulded stone cornice. The first floor window lintels and the moulded coping of the parapet is also of stone. The gable roof is of slate with four chimney stacks. Most, but not all, shops had a door between two sash windows; others had a door to the west and a single window or a door with two windows to the side. The east end of the building is angled with a curve to the main facade and has no window at ground floor level in the last curved bay. The first floor carriage shed was open on the north side.³



Figure 6 Top: Coach Offices to the rear of the Station Building

Figure 7 Bottom: Station Building, facing the railway tracks

Figure 8 Overleaf: View down the tracks,
1830 Warehouse Left, Station Building Right



2.3.2.2 1830 Warehouse

The warehouse was built to provide warehousing facilities for the railway. The company originally advertised for five separate warehouses, which was executed as a single warehouse with five double bays.

Each bay was designed to operate independently for vertical movement of goods and to accommodate goods being delivered both by rail (by turntable and transverse tracks entering the building) and by road, and the transhipment between.

The building is a parallelogram, 320 x 70 feet, with a slight curve to accommodate the line of the railway on the southern elevation. It is timber framed (with cast iron columns in the basement) with brick walls and a slate roof (with some glazing). Stone is used for the sills and lintels, cornice and coping blocks for the gable ends. It is of five storeys (including the basement), but presenting only two to the southern (rail) elevation. The main northern façade is characterised by the strong vertical lines of the brick pilasters and the vertical lines of the loading doors. The transverse gable roofs end in gables with stone copings, linked by short flats; the gables are accentuated by lunettes above the moulded cornice. The loading bays are surmounted by openings for the hoist jibs, which remain in varying degrees of repair.⁴

2.3.2.3 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 10 Top: North Elevation of 1830 Warehouse

Figure 9 Bottom: Railway Tracks Between 1830 Warehouse and Station Building



Figure 11 1830 Warehouse from lower yard



Figure 12 Southern and Eastern Elevations of the 1830 Warehouse with viaduct in the foreground

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*.⁵

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.⁶ 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.⁷

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

Figure 13 Bottom: Railways, bridge and River Irwell in line of Manchester and Liverpool Rail Road Liverpool and Manchester Railway, 1830 © Manchester Libraries (M62890)

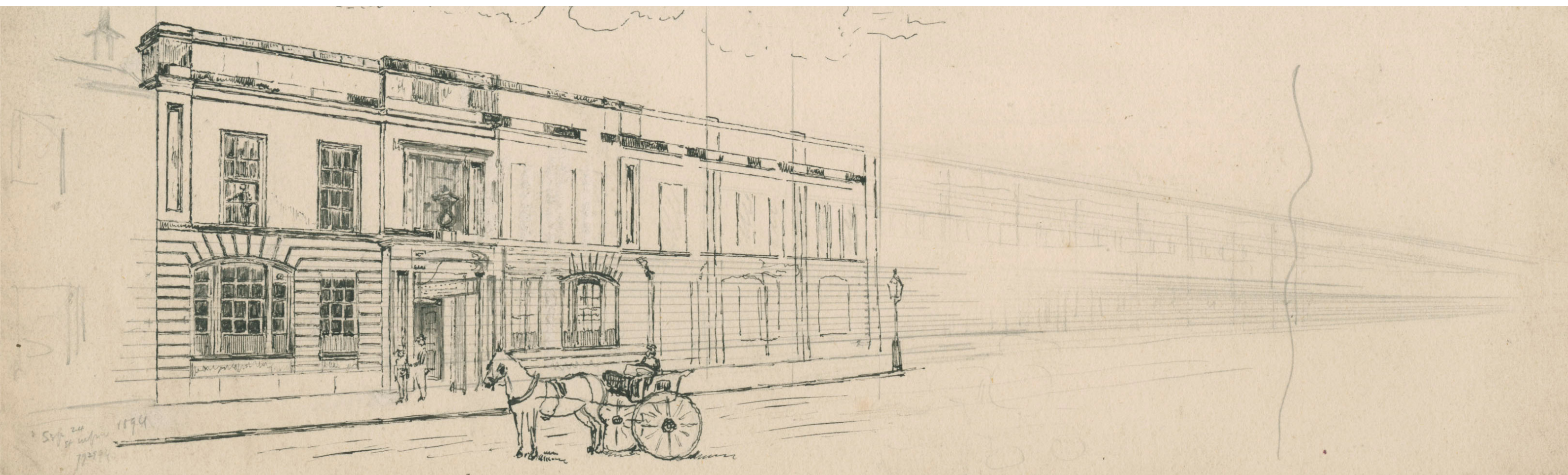


Figure 15 Top: Liverpool Road Station Drawing, 1894
© Manchester Libraries.

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.

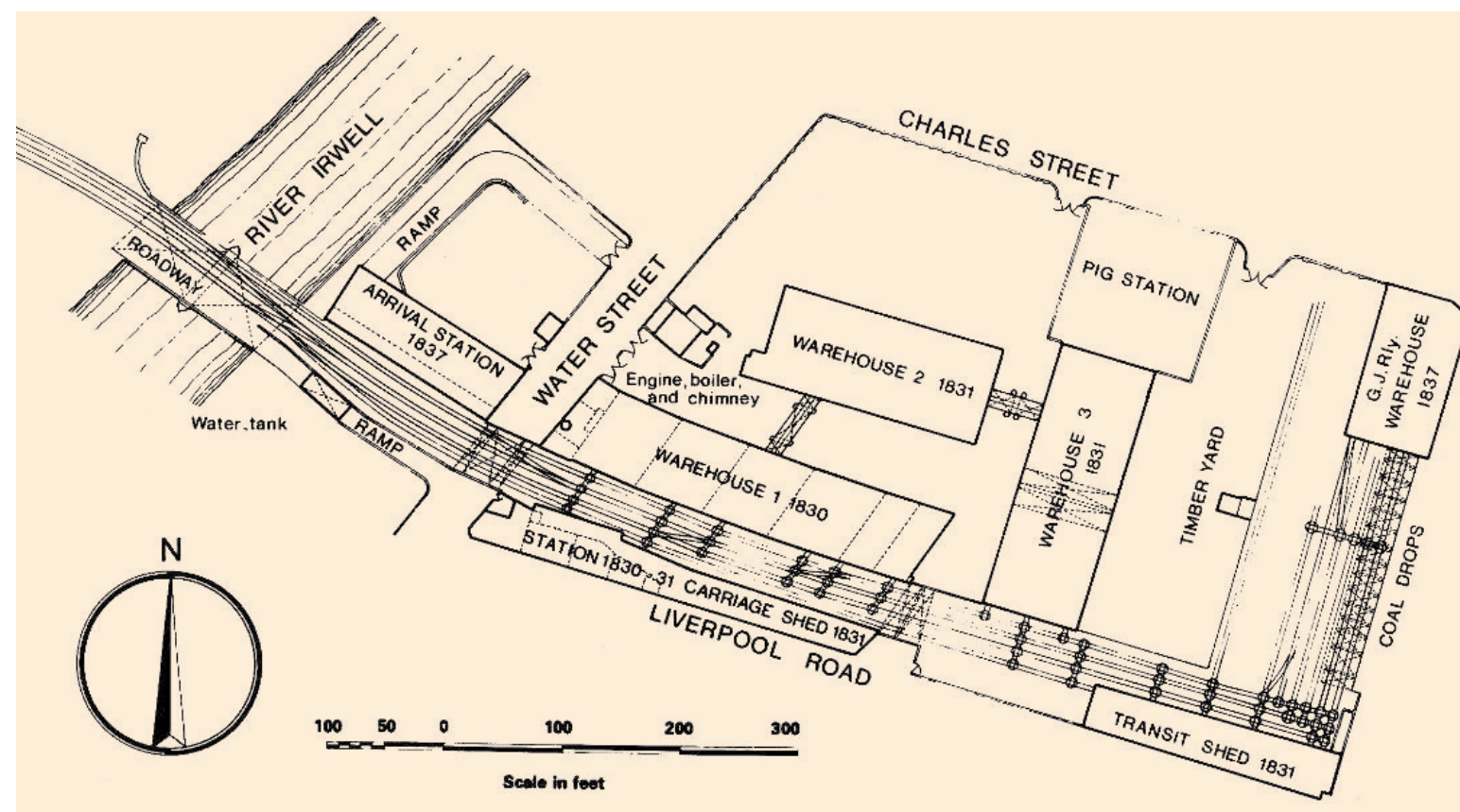


Figure 16 Bottom:
Figure 17 Site Plan c.1837¹³



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 2⁸. 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 supplies⁹.

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 18 Top: Bonded Warehouse from Granada Side¹⁴

Figure 19 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 1970¹⁰.

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



Figure 20 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 21 Top : 1830 Warehouse, 1986
© Manchester Libraries (m59048).

Figure 22 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.¹¹

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.¹²

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.

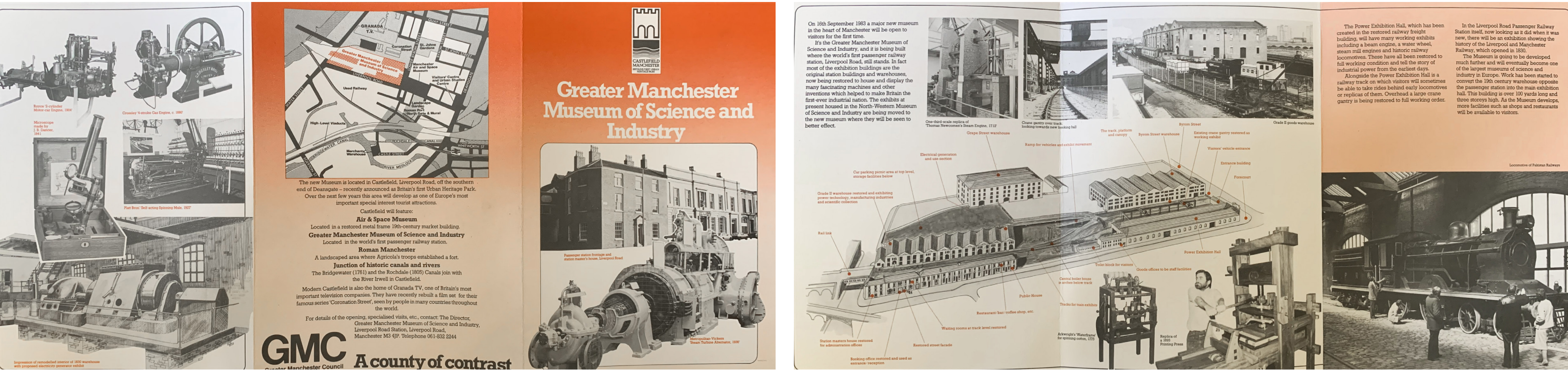
The Museum made a successful application in the first round of HLF grants (now National Lottery Heritage Fund), which netted 50% (£400,000) of the costs of further works.

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 23 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.

2.4.12 Current and Future Works

At the time of writing (September 2023), works are currently being carried out to the Power Hall, addressing refoofing, fabric repairs and internal fit out.

In addition to the application addressed within this report, a seperate application is coming forward simultaneously addressing proposed works to the Upper Yard and SEG.



Figure 24 Top: Inside the SEG

Figure 25 Bottom: View from the SEG of the 1867 Viaduct undercroft.

2.5 1830 Warehouse & Viaduct: Summary of History & Development

Following the decision to develop the railway station on the Castlefield site, construction began in 1830. 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 [the 1830 Viaduct] and also a five-bay goods warehouse [the 1830 Warehouse].

2.5.1 1830 Warehouse

Each bay [of the warehouse] was designed and equipped to operate independently for vertical movement of goods and to accommodate goods being delivered and collected by both rail and road, and transhipment between. This required turntables on the tracks opposite the large arched doors, with transverse spurs of tracks entering the warehouse.

In 1831 the building was altered, with a mezzanine floor being introduced in the three bays nearest Water Street, and an engine house being constructed abutting the west elevation.

The sequential maps and other documents give some indication of the variety of good stored in the 1830 Warehouse. The 1850 Ordnance Survey map identifies a butter room in Bay 1, a groceries room in Bay 2, a spirit room in the western third of Bay 3, and corn

stores in Bays 3, 4 and 5. At some point after 1848, but presumably before the completion of the Grape Street Bonded Warehouse in 1869, the basement was adapted for storing bonded goods, such as wine and spirits. Security was increased by infilling the loading bay wells (except for one) and light wells, and nailing metal strips across the underside of the floorboards that formed the ceiling.

In about 1870, the top floor and rail level were modified to accommodate the installation of hydraulically powered machinery. These modifications entailed the cross-bracing of affected roof beams and addition of new posts to support heavy hydraulic hoists in Bays 2 and 3, and the installation of a hydraulic crane in Bay 2 at rail level and the modification of the adjacent door to permit the rotation of the crane jib. As the crane made the internal rails redundant, the underlying rail trestles were modified to support a raised floors, which created a continuous level floor throughout the bays. A canopy was added along the south elevation at this time to protect wagons on the nearest track waiting to be loaded or unloaded by crane. The northernmost internal doorways were widened for easier movement of goods.

In about 1905, the engine house was demolished and replaced by a blue-brick building. This building was used as a stable

and office in 1913 and 1926; as a garage and store in 1935, and as a tyre store and fitters’ workshop in 1961. The Warehouse was also modified at unknown dates by the addition of partition walls that demarcated offices. Four offices remained in 1975 and a further two had been dismantled by then.

In 1985-86, the easternmost bay of the Warehouse was altered by the replacement of the internal timber frame with a steel frame supporting reinforced concrete floors. A ramp was built parallel to the east elevation where the entrance lies. Bay 5 opened as the Electricity Gallery in 1986. In 1992-96, the remaining four bays were carefully restored by the repairing of the timber frame, followed by the installation of two lift and staircase cores, forming a one-hour fire compartment, and toilets. An external ramp was built parallel to the north elevation to provide access to the new automatic entrance doors to the ground floor of Bay 3. A combined heat and power unit was installed in the basement of Bay 2 in 1996 and is housed within a glass-walled partition. Bays 1-4 of the 1830 Warehouse currently house a permanent audio-visual show on the ground floor and will house a permanent gallery on the second floor by the end of 2007.¹⁵

The remaining spaces are used sporadically for temporary exhibitions and events.

2.5.2 1830 Viaduct

The 1830 Viaduct was built by George Stephenson in his capacity as Chief Engineer of the Liverpool & Manchester Railway Company.

Originally the upper level extended straight into the Shipping Shed. In about 1867 an extension with a curved brick outer wall was added to its northern face, supporting rail tracks leading to the north side of the Upper Yard. This blocked off some of the eastern arches. Since 1982 the western arches have been incorporated into the exhibition space and provide a connection between the 1830 Warehouse and the Station Building.

2.6 The Station Building: Summary of History & Development

2.6.1 The Station Masters House

The oldest building on the site is the Station Masters House, located on the corner of Liverpool Road and Water Street, constructed in 1808 for Mr John Rothwell, partner in the nearby Rothwell & Harrison dyeworks on Water Street.

After the construction of Liverpool Road Station, the building retained its original function, providing accommodation for the Station Agent, Joseph Green. Goad’s plans from 1926 onwards show the premises as offices. However, in the early twentieth century, the ground floor was converted for shop use and the Liverpool Road and Water Street frontages were modified at ground-floor level to the characteristic window frontage of a corner shop. This modification remained until 1982 when the elevations were restored to their original configurations as part of the Museum restoration works. The building has since been used for staff offices.

2.6.2 Passenger Station

The construction of the Passenger Station began in June 1830 shortly after construction began on the 1830 Warehouse and Viaduct.

The building comprised cellars (now accessible from and integrated with the cellars of the Station Master’s House), two booking halls on the ground (street level) floor, each with its own entrance, one for first class (45 feet long) and one for second class (35 feet long). Each led via its own staircase to first floor (rail level) where there were two corresponding waiting rooms. The platform was initially uncovered, but in 1834 a colonnade was added; the pavement was of York stone. After passenger services ceased in 1844, the facilities were used for Goods Inquiries and Offices. The building was later used for offices only. In 1982, the former passenger station was restored for museum use as gallery space and remains thus.

2.6.3 Carrier’s Offices, Carriage Shed and Shops

Soon after the construction of the Passenger Station Began, work began on the Carrier’s Office in July 1930.

David Bellhouse Jr. won the contract to build carrier’s offices next to the Coach Offices and had already laid the foundations. The two Carrier’s Offices were completed in 1830 and then the Station Building was extended eastwards by the construction of eight shop units. The first floor of the Carrier’s Offices and Shops formed a shed for twenty rail carriages.

From 1840, the Railway Company began to use the shop units as workshops. It is likely that the carriage shed was no longer used for storing carriages from 1844 when passenger services ended. The 1850 map documents that the two rail lines were still in place at this time and showed the area under the canopy as a store. The area under the canopy appears to have been partially enclosed with a brick wall by 1881, and fully enclosed by 1913.

The building was in use as a canteen in 1948. In 1986-87, the former carrier’s offices and shop extension was dismantled down to the foundations and rebuilt in its original configuration, but with the addition of a glass-walled design studio at the eastern end of the former carriage shed.

In 1988, two galleries were installed in the basement and ground floor.

Figure 26 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 1830 Warehouse (& 1830 Viaduct as curtilage)

3.1.1 Archaeological Interest

3.1.1.1 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’.¹⁶

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

3.1.1.2 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.¹⁷ 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. ¹⁸The 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’.¹⁹

Due to the extensive development and ground distruction required to construct the 1830 Warehouse, the potential for any subsurface remains within the footprint of the warehouse are **low**.

3.1.1.3 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**.

3.1.1.4 *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’.²⁰

The area remained largely rural until the construction of the house of the corner of Liverpool Road and Water Street, and the later construction of the Liverpool Road Station.

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

3.1.1.5 *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 1830 Warehouse the potential for archaeological remains from all periods is low.

Overall, the archaeological interest of the site is **low**.

3.1.2 Architectural & Artistic Interest

3.1.2.1 Most Complete Early Railway Station

Apart from the 1830 road bridge over Water Street, which was replaced in 1905, all of the original Liverpool Road Station structures survive – the river bridge, the passenger station, the warehouse and the viaduct. Hence, in addition to their individual merits, the original structures have group value rooted in their mutual context. Further cumulative value is provided by the later buildings, which enable architectural comparisons to be made, particularly in relation to the development of the railway warehouse as a building type. The half-Georgian, half-Victorian character of Liverpool Road Station makes it a fascinating microcosm of railway station evolution.

3.1.2.2 Prototype nineteenth century railway station

As the most ambitious of the pioneering railways, the Liverpool & Manchester Railway provided a blueprint for railway development. With no earlier examples of passenger stations off of which to base the designs, the Liverpool Station was of original and new design. The station later provided a blueprint for the design of other passenger stations.

3.1.2.3 Example of the technical expertise of nineteenth century Manchester building firms

The original Liverpool Road Station buildings are a testament to the competence and efficiency of their builders. Both the 1830 Warehouse and the Passenger Station had to be built within a five-month period to be ready for the opening of the Railway on 15 September 1830.

The Warehouse was a particular challenge because it abuts the curving viaduct. This arrangement required a parallelogram cross-section, which presented a more onerous construction task than a standard rectangular cross-section would have done. It is likely that the structural design of the building was dictated by a combination of the cross-sectional form and the time constraints. In other circumstances, one might have expected the Liverpool & Manchester Railway Company to opt for a more technologically advanced fireproof building, rather than a building with an internal timber frame. In the actual circumstances, the traditional building type was the safer choice, because a fireproof building would have been dependent on a foundry producing customised ironwork on time and on a smaller pool of appropriately experienced construction workers.

3.1.2.4 Exemplifies several aspects of railway innovation

The Liverpool & Manchester Railway was the first railway to be approved at the outset as a passenger and goods railway, and to be built in accordance.

The Liverpool & Manchester Railway was also the first railway to use steam locomotives to haul both passenger and goods trains.

The Liverpool & Manchester Railway can also be regarded as the first mainline railway because the first step towards the creation of an interlinking railway network was taken when it joined up with the Grand Junction Railway in 1837.

3.1.2.5 Station Master’s House

The Station Master’s House is a fine example of a Georgian entrepreneur’s residence with the facade and room plan largely intact. Following its integration into the later Liverpool Road Station, the building forms part of the original Station complex.

3.1.2.6 Dramatic contribution to the character of the streetscape

Liverpool Road Station occupies a prominent site, which is bounded by Liverpool Road, Water Street, Lower Byrom Street and the Granada site.

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

The architectural and artistic interest of the 1830 Warehouse is **exceptional**.

3.1.3 Historic Interest

3.1.3.1 *The World’s First Railway Warehouse*

The 1830 Warehouse at Liverpool Road Station is the world’s first railway warehouse because it was the first instance where a railway company needed to build its own warehouse. The Liverpool & Manchester Railway planned to carry a wide range of goods, including livestock, food, raw cotton and finished goods, all of which needed appropriate accommodation.

3.1.3.2 *Association with George Stephenson*

George Stephenson, the ‘Farther of Railways, was intrinsically linked with the development, design and construction of the Liverpool Road Station complex, appointed as Chief Engineer in 1824, and again in 1828.

Stephenson was responsible for the design and construction of a number of structures on the site including the Water Street Bridge, the 1830 Viaduct, and the Irwell Bridge.

3.1.3.3 *Station Master’s House*

The Station Master’s House is one of the oldest buildings in the Castlefield Area and is representative of the phases of development that occurred before the construction of the Station.

3.1.3.4 *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 site also holds communal value relating to its operation as a museum. 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.

The historic interest of the 1830 Warehouse is **exceptional**.

3.1.4 Summary of Significance

The **exceptional** heritage significance of the 1830’s Warehouse is captured by its Grade I designation.

The asset has international significance as part of the first, and best surviving, passenger railway in the world. The site is a fine example of Victorian railway design and engineering; the warehouse, as well as the surrounding associated building hold exceptional group value and make a positive contribution to the wider area and the Castlefield Conservation Area.

The site holds significant communal value relating to both its former use, and as its current use as part of the wider museum site.

The overall heritage significance of the 1830’s Warehouse is **exceptional**.

Figure 27 Overleaf: North-eastern corner of The 1830 Warehouse



3.2 The Station Building

3.2.1 Archaeological Interest

3.2.1.1 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’.²¹

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

3.2.1.2 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.²² 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. ²³The 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’.²⁴

Due to the extensive development, and redevelopment of the Station Buildings, the potential for any subsurface remains within the footprint of the warehouse are **low**.

3.2.1.3 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**.

3.2.1.4 *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’.²⁵

The area remained largely rural until the construction of the house of the corner of Liverpool Road and Water Street, and the later construction of the Liverpool Road Station.

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

3.2.1.5 *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 Station Buildings, the potential for archaeological remains from all periods is low.

Overall, the archaeological interest of the site is **low**.

3.2.2 Architectural & Artistic Interest

3.2.2.1 Most Complete Early Railway Station

Apart from the 1830 road bridge over Water Street, which was replaced in 1905, all of the original Liverpool Road Station structures survive – the river bridge, the passenger station, the warehouse and the viaduct. Hence, in addition to their individual merits, the original structures have group value rooted in their mutual context. Further cumulative value is provided by the later buildings, which enable architectural comparisons to be made, particularly in relation to the development of the railway warehouse as a building type. The half-Georgian, half-Victorian character of Liverpool Road Station makes it a fascinating microcosm of railway station evolution.

3.2.2.2 Prototype nineteenth century railway station

As the most ambitious of the pioneering railways, the Liverpool & Manchester Railway provided a blueprint for railway development. With no earlier examples of passenger stations off of which to base the designs, the Liverpool Station was of original and new design. The station later provided a blueprint for the design of other passenger stations.

3.2.2.3 Example of the technical expertise of nineteenth century Manchester building firms

The original Liverpool Road Station buildings are a testament to the competence and efficiency of their builders. Both the 1830 Warehouse and the Passenger Station had to be built within a five-month period to be ready for the opening of the Railway on 15 September 1830.

3.2.2.4 Dramatic contribution to the character of the streetscape

Liverpool Road Station occupies a prominent site, which is bounded by Liverpool Road, Water Street, Lower Byrom Street and the Granada site. It is the Liverpool Road façade that forms the frontage of the site. The long frontage gives the site an imposing presence and is a characteristic shared by many of the Victorian railway stations that followed.

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

3.2.2.5 Inspiration to engineers, writers, and artists

The Liverpool & Manchester Railway was a remarkable achievement in terms of both civil and mechanical engineering. As such it inspired a young generation of engineers, including James Nasmyth (1808-1890).

The Station is seen depicted in many works of art and literacy. The Liverpool and Manchester Railway Company actively encouraged the glorification of their venture through artistic representation.

The architectural and artistic interest of The Station Building is **exceptional**.

3.2.3 Historic Interest

3.2.3.1 First Passenger Station

The Liverpool Road Passenger Station of 1830 is the only surviving original passenger station from the pioneering phase of railway development and is the oldest passenger station in the world. The station is representative of the growth and success of the railway industry and the desire of the population to travel by train during the 19th century.

3.2.3.2 Exemplifies several aspects of railway innovation

The Liverpool & Manchester Railway was the first railway to be approved at the outset as a passenger and goods railway, and to be built in accordance.

The Liverpool & Manchester Railway was also the first railway to use steam locomotives to haul both passenger and goods trains.

The Liverpool & Manchester Railway can also be regarded as the first mainline railway because the first step towards the creation of an interlinking railway network was taken when it joined up with the Grand Junction Railway in 1837.

3.2.3.3 Inspirational corporate prototype

The Liverpool & Manchester Railway Act was the most detailed Railway Act to date, and as such formed a model for future Acts.

3.2.3.4 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.

3.2.3.5 Association with the leading railway engineer, George Stephenson

It is widely accepted, even by those who question his engineering inventiveness, that George Stephenson did more than anyone else to establish steam-powered railways as a practical proposition.

3.2.3.6 Impact on passenger travel and mobility

The passenger station holds communal and social value. As a cheaper and faster form of transport than the stagecoach or mail coach, the railways made travel accessible to more people, allowing greater freedom of movement around the country.

3.2.3.7 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 site also holds communal value relating to its operation as a museum. 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.

3.2.4 Summary of Significance

The **exceptional** heritage significance of the Liverpool Road Station and Station Master’s House is captured by its Grade I designation.

The asset has international significance as the first, and best surviving, passenger railway in the world. The site is a fine example of Victorian railway design and engineering; the station building, as well as the surrounding associated building hold exceptional group value and make a positive contribution to the wider area and the Castlefield Conservation Area.

The site holds significant communal value relating to both its former use as a passenger station, and as its current use as part of the wider museum site.

The overall heritage significance of The Station Building is **exceptional**.

Figure 28 Overleaf: East Elevation of The Station Building

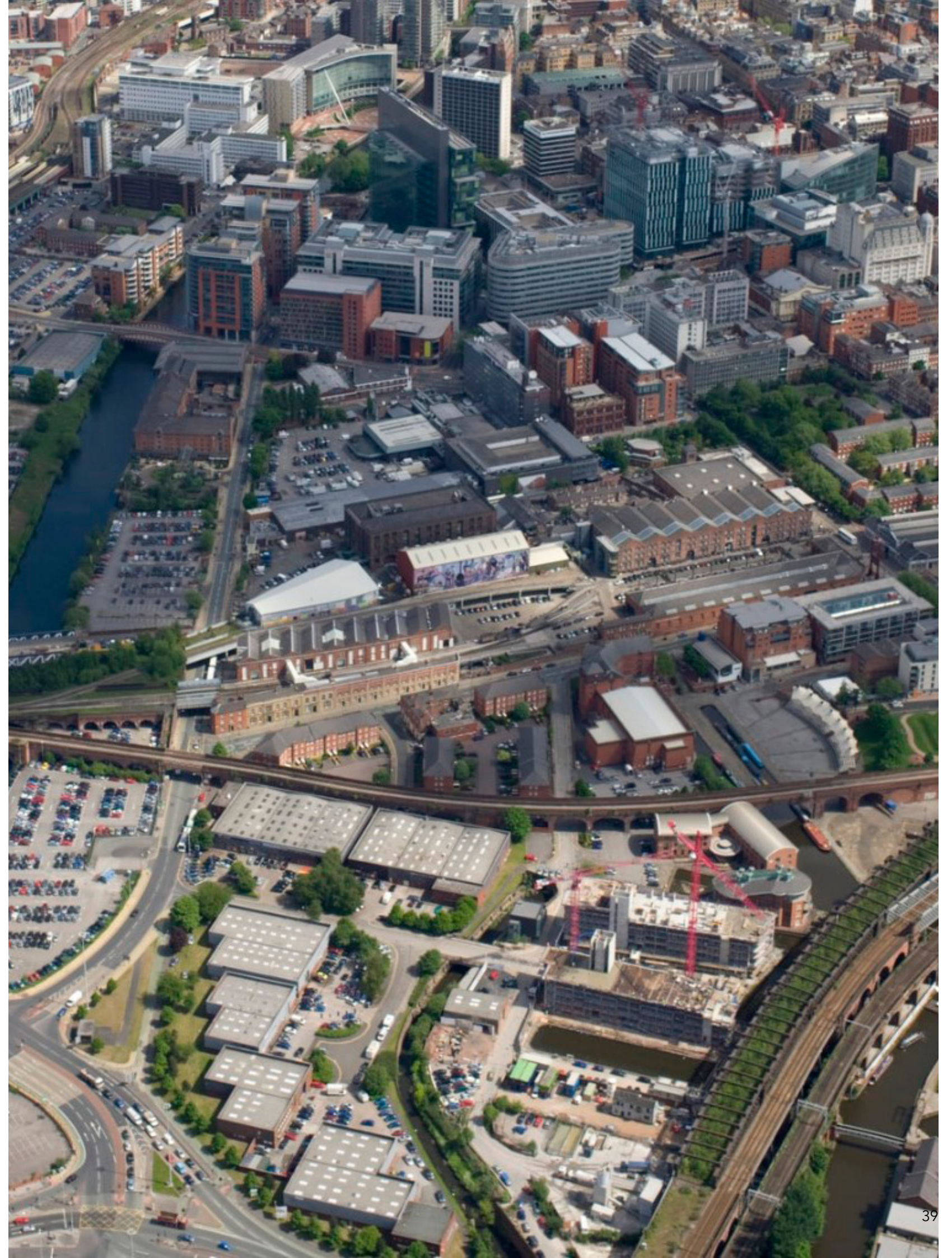
1830 STATION

3.3 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 29 Aerial Image of Manchester, 2008,
Showing the SIM Site © Historic England
Photograph: 20792_006 flown 20/05/2008



3.4 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.

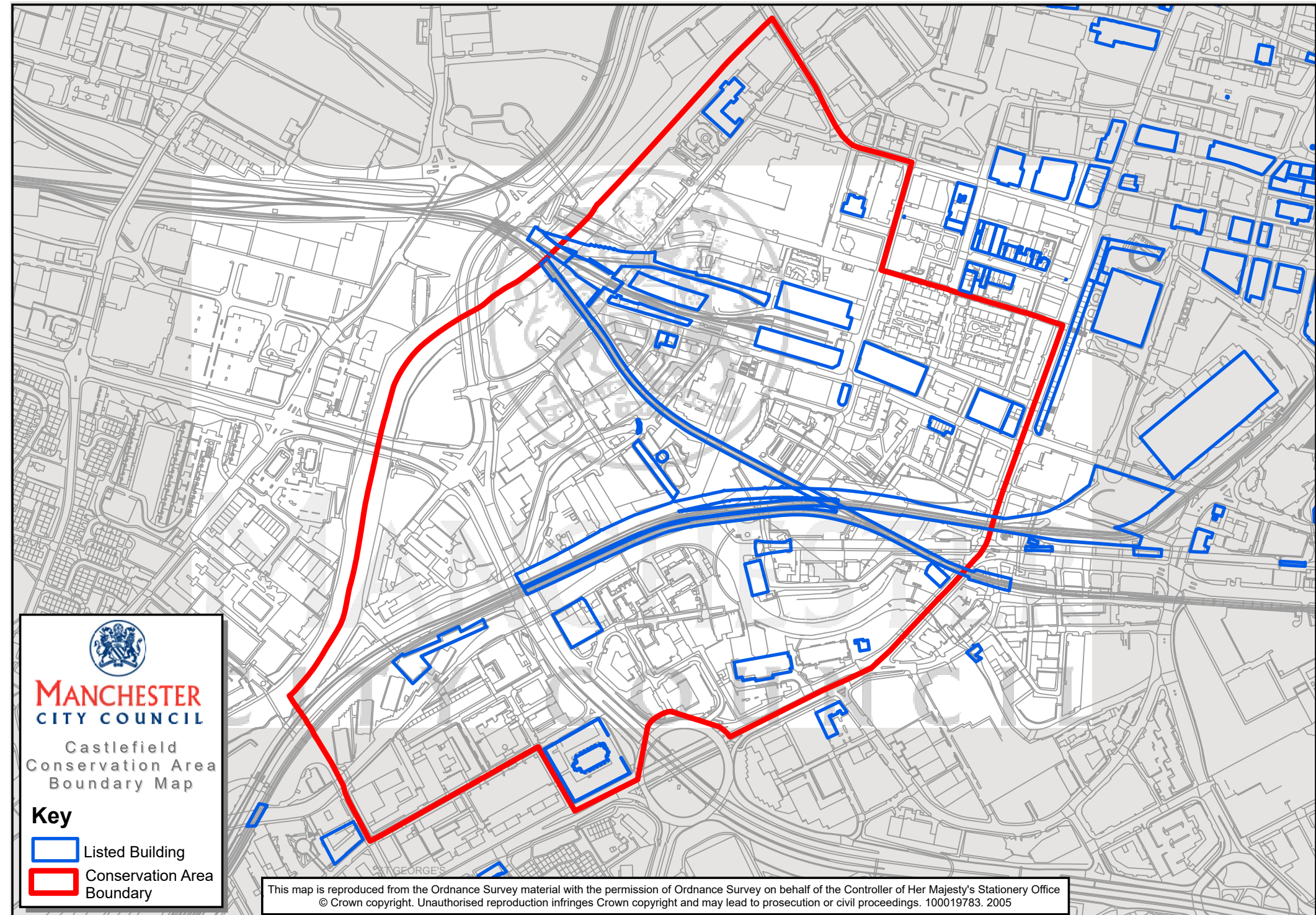


Figure 30 Map Showing Conservation Area Boundary © Manchester City Council

4.0

Summary of Proposed Works

4.0 Summary of Proposed Works

4.1 1830 Warehouse & 1830 Viaduct

The proposed works are for the implementation of a new waterproofing system on the viaduct to address water ingress issues. The scheme will involve the following elements:

4.1.1 1830 Viaduct

- The removal of all ballast, rails, sleepers and other component parts of the tracks to be lifted to allow access to the existing concrete slab beneath.
- A new waterproofing solution is to be instated
 - It is likely that the waterproofing solution will be a hybrid approach using both a spray and membrane solution. It is important to note that the final solution will be dependent on what is uncovered and therefore the final solution and interfacing arrangement may differ from those presented.
- Tracks and ballast to be relayed like-for-like following the completion of the waterproofing works.

4.1.2 1830 Warehouse

- New interface details between the 1830 Viaduct and the 1830 Warehouse. The new detail proposes the implementation of a new Code 4 lead cover flashing taking into mortar joints, where the two structures meet.
- A new detail will also be introduced where the viaduct meets the modern structural glazing.

4.2 The Station Building

The implementation of the new waterproofing solution will result in the following works to The Station Building:

- New internal sleeve and iron antisplash shoe installed to each downpipe/column.
- The works will require some uptake of surfaces internally within the recently refurbished Station Building to allow for the laying of the new waterproofing membrane. Surfaces will be reinstated like-for-like following the completion of the waterproofing in line with the previously consented works.
- Existing timbers and brick course which are situated between the Station Building and tracks are to be removed and replaced with new concrete lids. Existing tarmac to be relayed.
- Existing timber planks located under the covered platform to be lifted and relayed with increased ventilation gaps, laid on new composite battens.
- Removal and replacement of internal tongue and groove and insulation at ground floor to address water ingress issues and associated damage.

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 33](#). 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. 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 31 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 32 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 33 9-point scale of impact

5.2 Impact on the 1830 Warehouse

5.2.1 Interface Detail

The new lead flashing will replace the current layer of mastic that covers the joint between the viaduct and warehouse. The existing finish is defective and is not appropriate for effective waterproofing. The new flashing will not greatly exceed the height of the existing inappropriate mastic covering, and will result in a minor visual impact on the asset.

The new flashing has been introduced to address issues with water ingress, by ensuring that rain water that may become trapped on the tracks will not enter the masonry of the warehouse building. This will help with the long term management and maintenance of the Warehouse and prevent any further degradation or defects.

The new detail proposed for the interface between the Viaduct and the structural glazing of the Warehouse will have no direct impact on the asset due as the glazing is entirely modern. The detail will not extend above the line of the new flashings to reduce the visual impact.

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 **moderate/ large impact**, which will be **major beneficial** in nature.

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

5.2.2 Waterproofing System

The proposed waterproofing system will not be visible once the tracks associated with the viaduct have been relaid and the surfaces made good.

All surfaces associated with the 1830 Warehouse are to be relaid and made good like-for-like following the installation of the water proofing system, with new concrete slabs being replaced to improve the durability of the surface.

The waterproofing system will be highly beneficial for the maintenance and long-term care of the asset by preventing issues associated with water ingress.

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 **moderate/ large impact**, which will be **major beneficial** in nature.

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

5.3 Impact on the 1830 Viaduct (as curtilage of the Grade I 1830 Warehouse)

5.3.1 Removal and Replacement of Tracks and Ballast

When the existing tracks and ballast are to be removed, the component parts of the tracks are to be recorded, tagged and then listed to ensure that their location and positioning is captured. This will allow them to be reinstated like-for-like following the completion of the waterproofing works.

Where component parts may be defective or beyond their serviceable life, they will be subject to isolated repairs, or they will be replaced like-for-like. Once fully reinstated, there will be no visual impact on the existing viaduct.

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 **moderate/large impact**, which will be **major beneficial** in nature.

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

5.3.2 Waterproofing System

The proposed waterproofing system will not be visible once the tracks associated with the viaduct have been relayed and the surfaces made good.

The disturbance of the existing tracks, as a result of the waterproofing system, is not considered to be harmful as the existing tracks were relayed during the 1980s, and the original composition and fabric has been heavily disturbed. Despite this, all fabric is to be reinstated like-for-like to preserve the existing character of the viaduct.

The waterproofing system will be highly beneficial for the maintenance and long-term care of the asset by preventing issues associated with water ingress.

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 **moderate/large impact**, which will be **major beneficial** in nature.

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

5.4 Impact on the Station Building

5.4.1 Interface Detail	5.4.2 New Surface Finishes	5.4.3 Internal Works - Platform Level	5.4.4 Internal Works - Ground Floor
<p>The new subsurface details will be beneficial in protecting the asset against further water ingress issues. These changes will not be visible following the completion of the works and will have no impact of the appearance or character of the Station Building.</p> <p>The introduction of new linings into the existing downpipes will improve their durability, making them more water tight. This will contribute to their longterm maintenance, and due to the internal nature of the works, will have no impact on their appearance.</p> <p>Overall, the proposed works are considered necessary to preserve and enhance the asset and ensure that the existing water ingress issues are resolved. The proposed works will result in negligible change to the asset which will have a slight impact, which will be major beneficial in nature.</p> <p>The works will result in no harm to the significance of the asset.</p>	<p>The removal of the existing timbers and brick course which are situated between the Station Building and tracks is not considered to be harmful as the existing finish is non-original and will not result in the loss of any historic fabric. The use of new timber caps will also allow for below ground access to the troughs and downpipe outlets for effective maintenance works.</p> <p>Existing timber planks located under the covered platform to be lifted and relayed with increased ventilation gaps, laid on new composite battens. Where timbers have deteriorated sufficiently, they will be replaced like-for-like. This will maintain the visual appearance of the platform, and the improved detailing and ventilation will prevent the further decay of the timber, allowing them to sufficiently dry out between periods of poor weather.</p> <p>Overall, the proposed works are considered necessary to preserve and enhance the asset and ensure that the existing water ingress issues are resolved. The proposed works will result in minor change to the asset which will have a moderate/ large impact, which will be major beneficial in nature.</p> <p>The works will result in no harm to the significance of the asset.</p>	<p>Where internal finishes are to be lifted at platform level to allow for the laying of the waterproofing system, they are to be reinstated like-for-like following the completion of the works, in line with the previously consented details associated with application No.132426/LO/202. This will result in no impact on the character or significance of the internal spaces, as existing.</p> <p>Localised repairs will be carried out to the existing concrete screed to facilitate the waterproofing works. This will not be visible following the completion of the works.</p> <p>Overall, the proposed works are considered necessary to preserve and enhance the asset and ensure that the existing water ingress issues are resolved. The proposed works will result in negligible change to the asset which will have a slight impact, which will be major beneficial in nature.</p> <p>The works will result in no harm to the significance of the asset.</p>	<p>The removal of the existing tongue and groove at ground floor is necessary to address the existing issues being caused by water ingress.</p> <p>Existing modern insulation will be removed and replaced with an improved insulation and localised repairs will be carried out. This will improve both the thermal properties of the building, and the structural quality.</p> <p>The existing boarding has been damaged as a result of water damage and its replacement is required. The tongue and groove boards are to be replaced like-for-like and there will be no visual impact following the completion of the works.</p> <p>Overall, the proposed works are considered necessary to preserve and enhance the asset and ensure that the existing water ingress issues are resolved. The proposed works will result in minor change to the asset which will have a moderate/ large impact, which will be major beneficial in nature.</p> <p>The works will result in no harm to the significance of the asset.</p>

5.5 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.

5.6 Impact of the Castlefield Conservation Area

Works are prominently like-for-like, or sub-surface, and will have no visual impact on the buildings or key views within the conservation area.

The waterproofing works will address issues currently facing the assets with regard to water ingress and will ensure that the structural integrity of the buildings is durable. 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.

5.7 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 other listed buildings on the site as a result of the works outlined within this proposal.

The proposed works will enhance both the quality and integrity of the 1830 Viaduct, 1830 Warehouse, and the Station Building. 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.

5.8 Conclusion

The proposals will result in a significant enhancement to the integrity and condition of the 1830 Warehouse, 1830 Viaduct, and the Station Building, 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 Viaduct and surrounding Grade I listed assets. The proposed development will provide numerous benefits to the overall museum estate, with minimal visual impact. Where negligible harm may occur, this is outweighed by the following benefits, in accordance with Paragraph 202 of Chapter 16 of the NPPF:

- Removal of existing, unsympathetic and inappropriate details and fittings.
- Protect and secure heritage asset for years to come.
- Building fabric repaired including structural enhancements.
- Appropriate ventilation requirements provided where necessary.

- Increased performance of surface water management system.
- Replacement of inferior / poor quality weathering's, flashings, and coverings with more suitable and robust products.
- Leadwork installed to appropriate standards.
- Improved detailing and interfacing.

6.0

Bibliography & Sources

6.0 Bibliography & Sources

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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, 12-13.

3 Ibid, 14.

4 Ibid 15-16.

5 Sather, 32-100.

6 Ibid, 35.

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

8 Sather, 71.

9 Ibid.

10 Ibid, 77.

11 Ibid, 83.

12 Ibid, 84.

13 Ibid.

14 Ibid, 69.

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

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

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

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

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

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

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

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

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

25 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	Parish: Non Civil Parish	
	Official list entry	National Grid Reference: SJ 82952 97867	
	Heritage Category: Listed Building	Details	
	Grade: I	MANCHESTER	
	List Entry Number: 1291477	SJ8297 LIVERPOOL ROAD 698-1/18/213 (North side) 18/12/63 Former Liverpool Road Railway Station, and Station Master's House	
	Date first listed: 18-Dec-1963		
	List Entry Name: FORMER LIVERPOOL ROAD RAILWAY STATION STATION MASTERS HOUSE	GV I	
	Statutory Address 1: FORMER LIVERPOOL ROAD RAILWAY STATION, LIVERPOOL ROAD	Also known as: Museum of Science and Industry, Liverpool Road Station LOWER BYROM STREET. Passenger railway station at terminus of Liverpool and Manchester Railway, now part of museum complex. 1830, by George Stephenson for the Liverpool and Manchester Railway Company, with attached house of 1808, formerly occupied by station agent; altered. Red brick, the booking offices faced with sandstone ashlar and stucco; hipped slate roofs. Rectangular plan parallel to street, with house to left and added range of former shops to right. Classical style. The BOOKING OFFICES, which back onto an embankment carrying the railway line at 1st floor level to the rear, have a 2-storey 4-bay facade (2:1:2:1 windows), symmetrical except for the 4th bay, with channelled rustication to the ground floor, panelled pilasters to the upper floor, a moulded cornice and high parapet with cornice and blocking course. The 2nd bay (the centre of the symmetrical portion, containing the entrance to the 1st Class booking hall) breaks forward slightly, has a large square-headed doorway with an architrave of coupled pilasters, moulded cornice and blocking course surmounted by a vase-pedestal sundial, and a recessed panelled door with rectangular overlight; and at 1st floor a tripartite sashed window with a cornice. The flanking bays have 15-pane sashed windows at ground floor flanked by wide segmental-headed tripartite sashed windows with glazing bars, and 12-pane sashes at 1st floor with moulded architraves. The 4th bay, containing the entrance to the 2nd Class booking hall, has a doorway at ground floor similar to the other but with single pilasters, and a 12-pane sash above like the others. Interior: separate booking halls and staircases leading to platform. Rear: 2 doorways to the platform with moulded stone surrounds, a tripartite sashed window to the left of the 1st Class doorway and a one-light sash to the left of the other. To the east, an added hipped-roof platform canopy on slender iron columns (C20 offices with glazed screen wall inserted under this roof). The former HOUSE to the left of the booking offices, 3 storeys and 3 bays to the same height, symmetrical, has a doorway with pedimented stone architrave, sashed windows of 16 panes at ground and 1st floors and 12 panes at 2nd floor, all with raised sills and flat-arched heads, and modillioned eaves; and a double-splayed left corner to the return wall, with sashed and blind windows. To the right of the booking offices is a long 9-bay range, recently rebuilt or restored, formerly with shops at ground floor and a train shed above, which is stuccoed at ground floor, has coupled pilasters, 1st-floor sill-band, moulded cornice and high brick parapet (carried across from the booking offices), and most bays with symmetrical openings including a round-headed doorway at ground floor flanked by windows in segmental-headed blank arches, and 2 windows above. HISTORY: oldest surviving passenger railway station in the world; ceased to handle passenger traffic in 1844 (when Hunt's Bank station was opened, now Victoria Station, q.v.), but continued in use as goods station until 1975. Forms group with Old Warehouse on opposite side of railway track (q.v.).	
	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)		
			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 impost 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	SJ8397NW 698-1/30/218	wall has carriage stones at each corner. Office interior said to retain fireplaces and cornices.
	Official list entry	MANCHESTER LIVERPOOL ROAD (North side) Power Hall of Museum of Science and Industry	Listing NGR: SJ8315597820
	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		
		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)	

Buttress

Architects | Masterplanners | Heritage Consultants