SIM New Warehouse & SEG

Heritage Assessment
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1.0

Introduction

1.0 Introduction

1.1 Background

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

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

1.2 Methodology

The document surveys the heritage, providing an overview of important information to foster better understanding of the site and its context. This is done through an assessment of historical development and the surrounding area. This is followed by an assessment of significance, based on the information gathered. Significance is assessed in relation to the heritage interests outlined by Historic England. The aim of the assessment is to understand the site through analysis of physical evidence and desktop research. A description of the site and its history will help to provide context for this significance assessment and inform the basis for heritage impact judgements.

This report has been written in accordance with the *National Planning Policy Framework (2021)*, *Historic England's Statements of Heritage Significance (2019)*, and *Conservation Principles, Policies & Management for the Sustainable Management of the Historic Environment (2008)*, and *BS7913 - British Standards Guide to the Conservation of Historic Buildings.*

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

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 wider museum site is bounded to the north by a number of large warehouses including the site of the new Factory International building (in construction), to the south by Liverpool Road, to the east by Lower Byrom Street, and to the west by the River Irwell as well as Stephenson's Viaduct.

Figure 1 Location Plan

- Site Boundary

- Wider Museum Complex



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 Irwell to Liverpool Road Station, List Entry No. 1254726)
- 1867 Viaduct - Grade II (Colonnaded Railway Viaduct at Former Liverpool Road Goods Depot, List Entry No. 1200805)
- New Warehouse - Grade II (Manchester Museum of Science and Industry, Former Lower Byrom Street Warehouse, List Entry No. 1283016)
- Upper Yard - Curtilage to the Grade II listed New Warehouse, see above.
- Power Hall & Gantry - Grade II (Power Hall Of Museum of Science and Industry, List Entry No. 1291458)

These assets can bee 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.

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

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

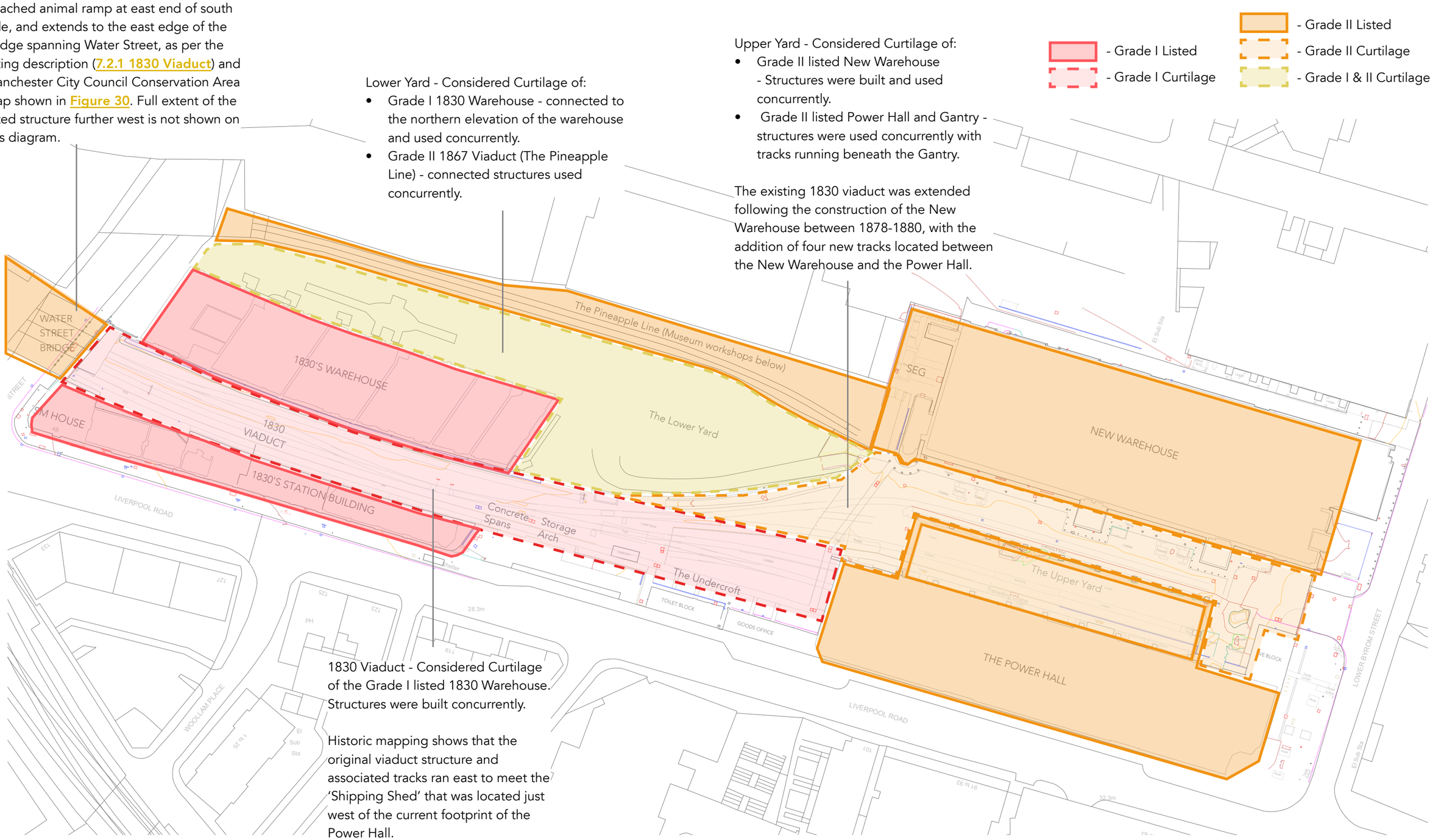


Figure 2 Designation Map

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	
Colonnaded Railway Viaduct at Former Liverpool Road Goods Depot	II	1867	1867 Viaduct	The Pineapple Line
Manchester Museum of Science and Industry, Former Lower Byrom Street Warehouse	II	1878 - 1880	New Warehouse / Main Building	Great Western Railway Warehouse, Continental Warehouse, Lower Byrom Street Warehouse
Power Hall of Museum of Science and Industry	II	1855	Power Hall (including Gantry and Offices)	Shipping Shed, Transit Shed, Goods Shed, Freight Shed

2.3 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.**

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

2.3.1 New Warehouse & Upper Yard

The three-storey warehouse (with basement) is a large seven-bay rectangular building on a east-west axis with entrances for railway lines through the west end from the 1876 viaduct. The original Lower Byrom Street façade was L-shaped; this has been filled in and extended to the street edge with a modern glass structure, which opened in 2000, housing a café/shop on the ground floor and offices above. The building is of red brick with detail in blue brick and sandstone, with a pitched slate and glass roof over each bay. The southern elevation overlooks the Upper Yard and each bay has two pairs of segmentally headed windows of diminishing height. The blue brick is used for the plinth, the keystones, the bands between the floors and vertical strips extending to the windows and doors.[2]

A large four-storey glazed external staircore abuts the western elevation of the building proving access to the Special Exhibitions Gallery (SEG) which occupies the western basement area of the New Warehouse. The SEG can also be accessed via large doors located in the undercroft of the 1867 Viaduct.

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

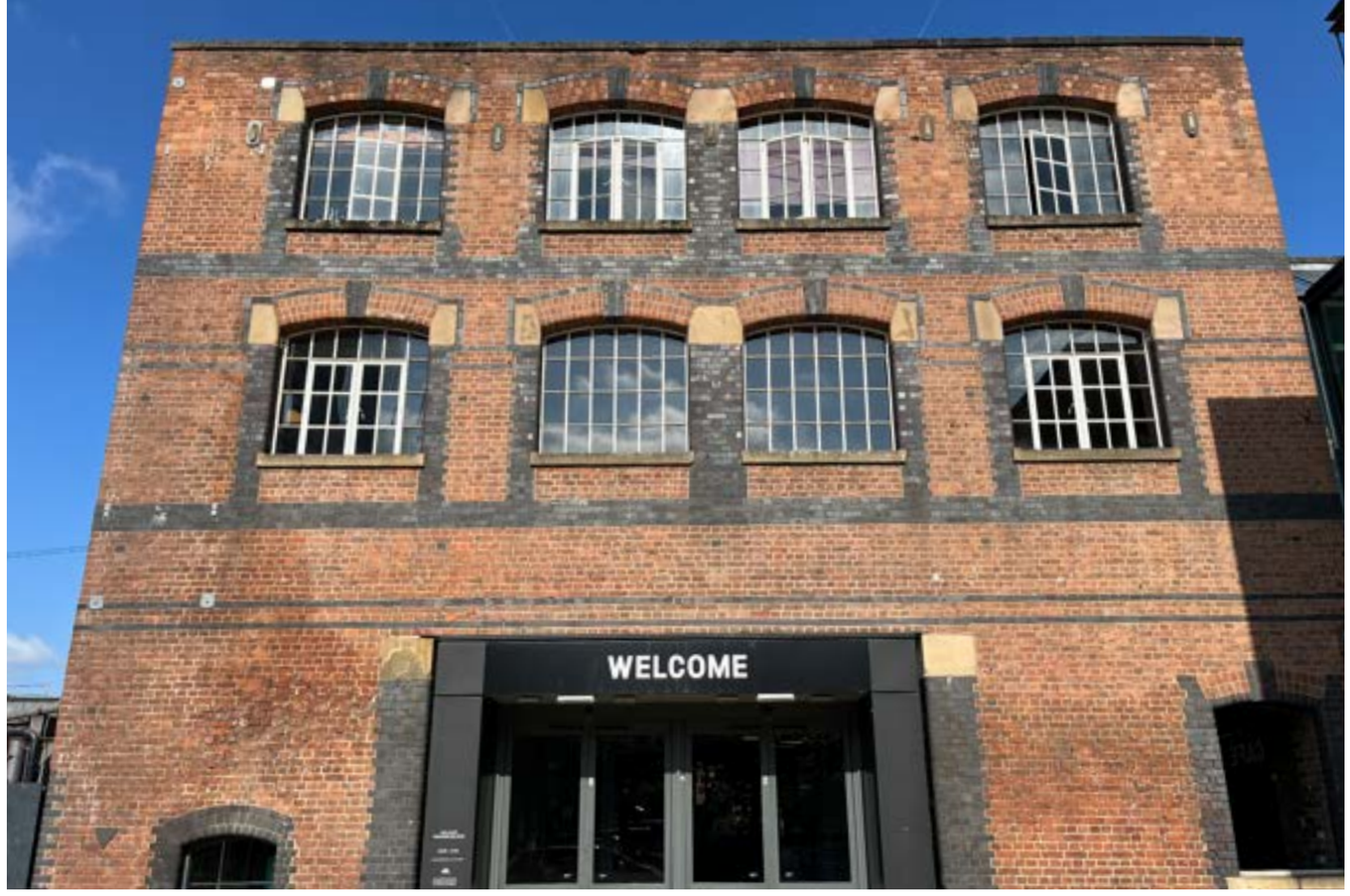




Figure 5 Top: New Warehouse East Elevation

Figure 6 Bottom: South and East Elevations of the New Warehouse



Figure 7 New Warehouse South Elevation and Upper Yard



Figure 8 New Warehouse South and West Elevations

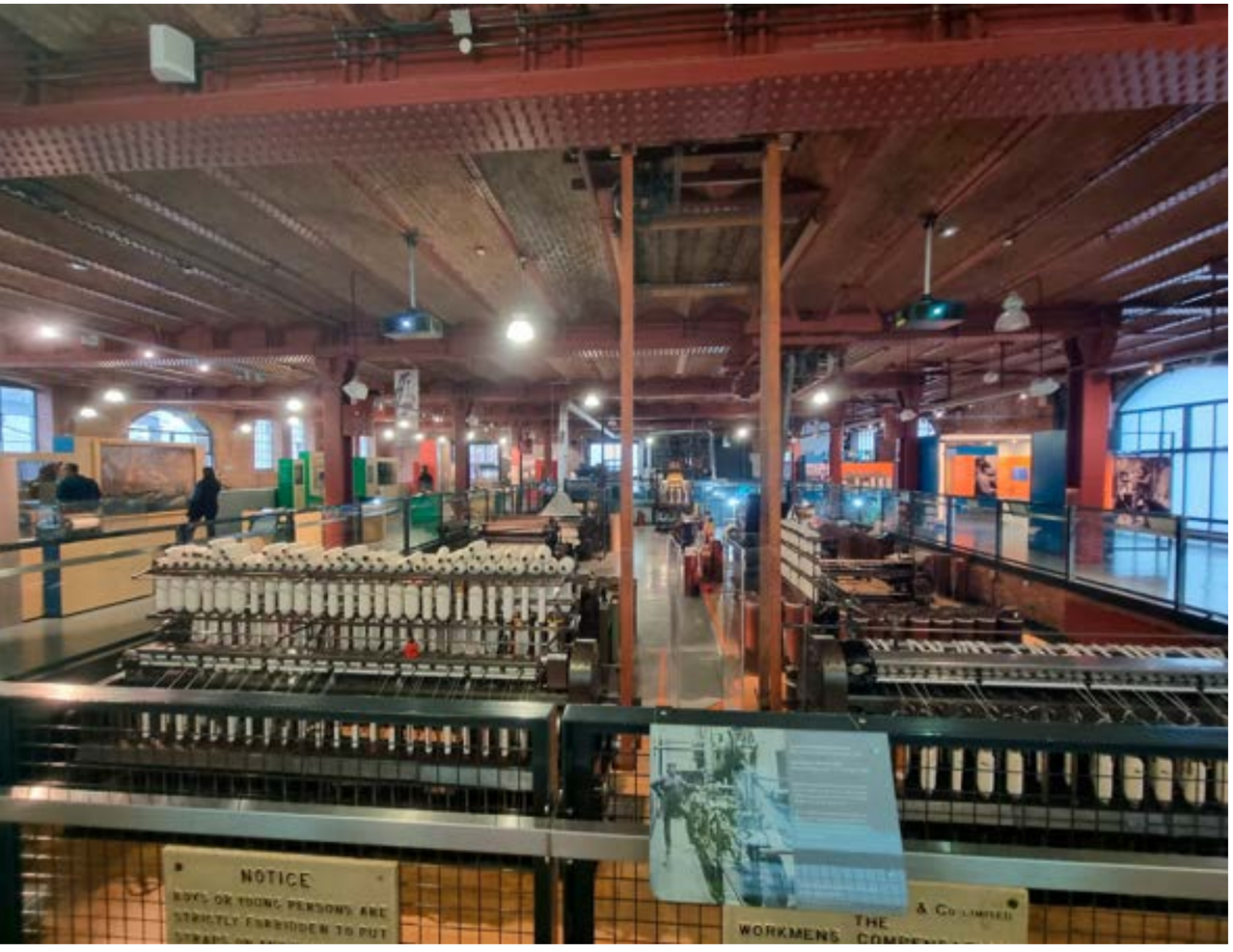


Figure 9 Ground Floor Interior



Figure 10 Ground Floor Interior

2.4 Whole Site: Summary of History & Development

The following section provides a concise history of the Science and Industry Museum (SIM) site. A comprehensive history and context of the site can be found in the site's *2007 Conservation Plan*.[3]

2.4.1 The First Passenger Station

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

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

> *The railway line was carried over the Irwell by a double-arch skew bridge and over Water Street by an iron girder bridge - both by George Stephenson.*
>
> *Two structures were initially constructed in 1830: a railway viaduct and also a five-bay goods warehouse. Shortly thereafter, a station for passengers was erected opposite the warehouse. The immediate popularity and success of the station rendered its warehousing capacity inadequate and in 1831 two new cotton stores were added, along with a 'shipping shed'. A third warehouse was built in 1837 - resulting in a considerable complex, linked by numerous rail tracks.*[5]

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



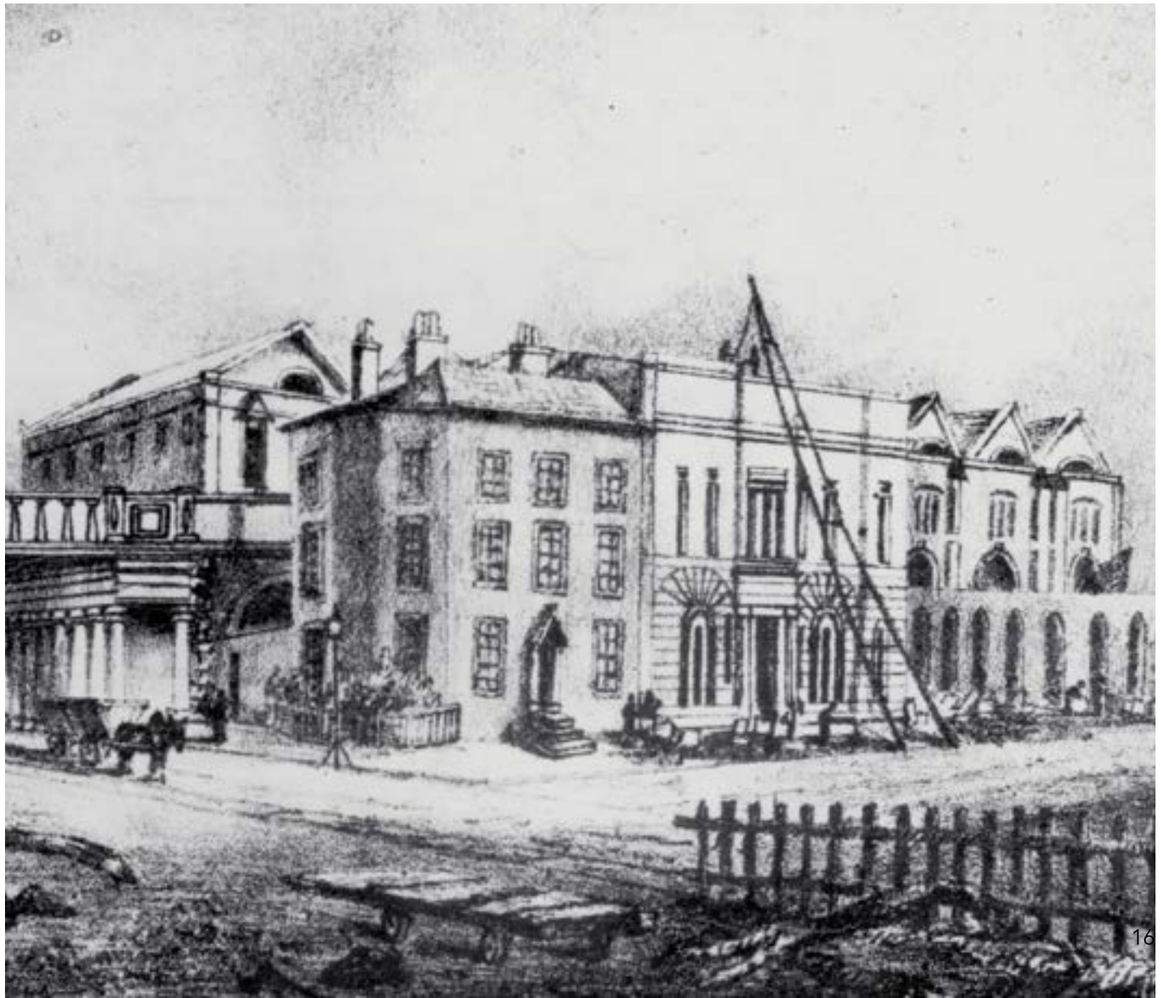
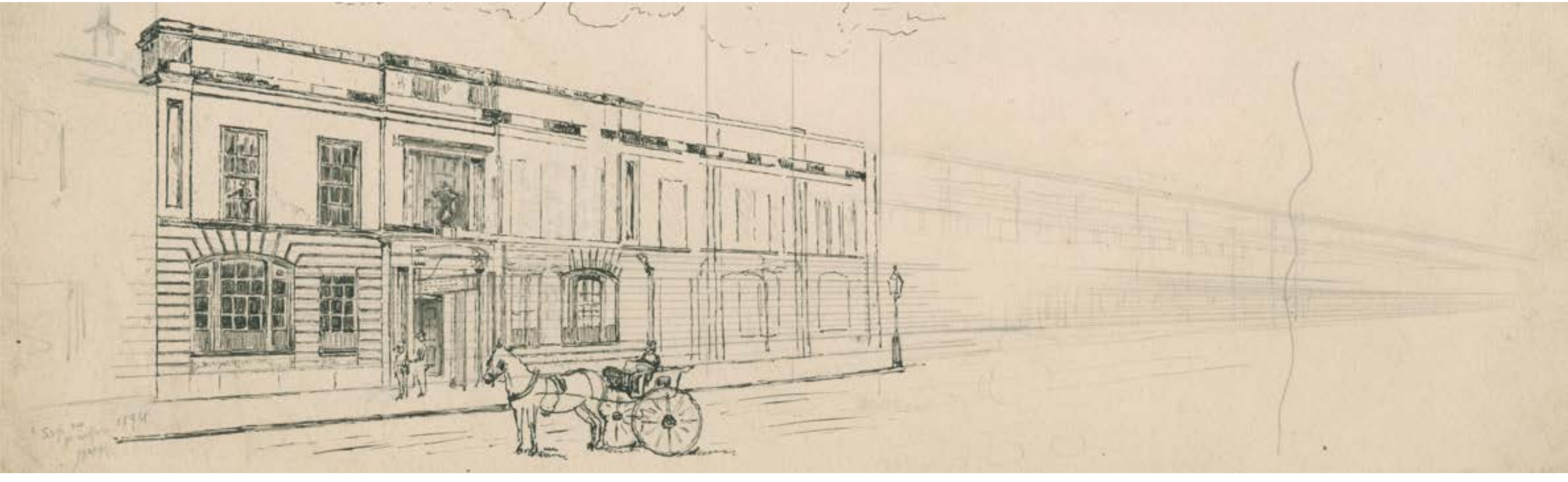


Figure 12 Top: Railways, bridge and River Irwell in line of Manchester and Liverpool Rail Road Liverpool and Manchester Railway, 1820 © Manchester Libraries (M48136)

Figure 11 Bottom: Railways, bridge and River Irwell in line of Manchester and Liverpool Rail Road Liverpool and Manchester Railway, 1830 © Manchester Libraries (M62890)



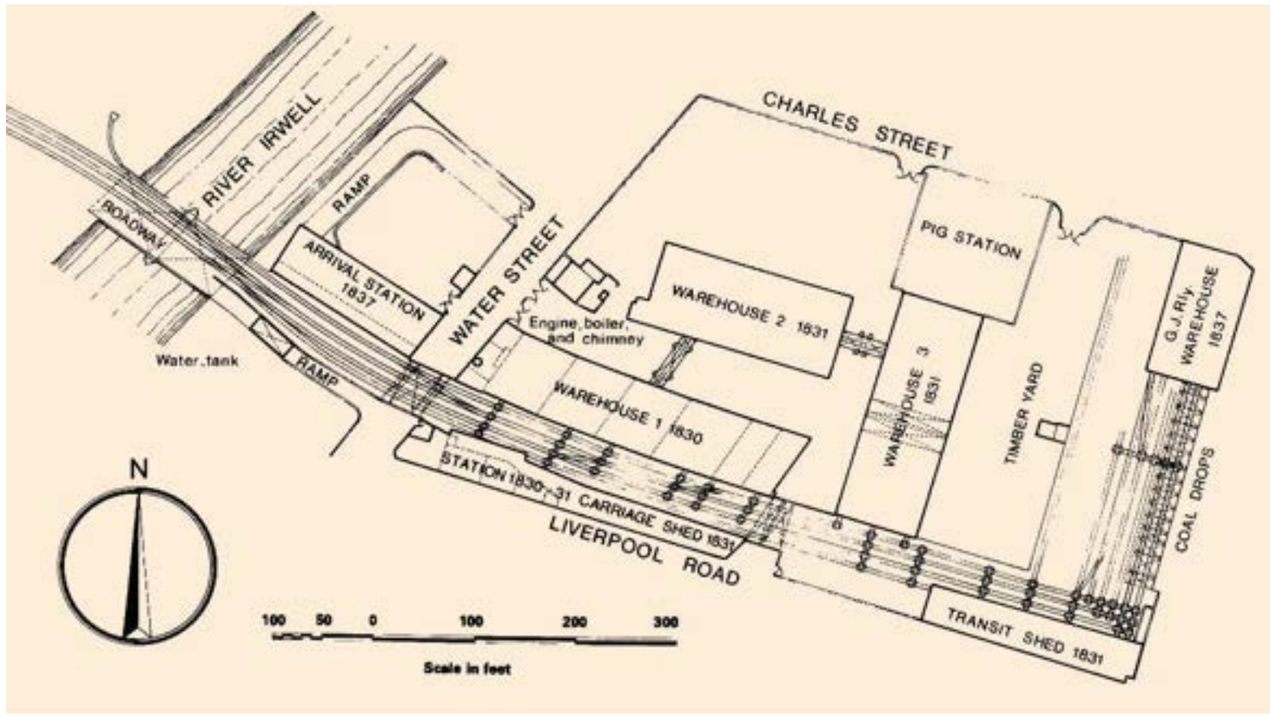


Figure 13 Top: Liverpool Road Station Drawing, 1894 © Manchester Libraries.

Figure 14 Bottom: Figure 15 Site Plan c.1837[11]

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 Top: Bonded Warehouse from Granada Side[12]

Figure 17 Bottom: 1867 Viaduct and Great Northern Warehouse (left) and 1830 Warehouse (right), 1980 © Manchester Libraries, (m62992).

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 2[6]. 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 1967-69 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 supplies[7].

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).

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 1970*[8].

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



Figure 18 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 19 Top : 1830 Warehouse, 1986
© Manchester Libraries (m59048).

Figure 20 Bottom: 1830 Warehouse Roof Repairs , 1979 © Manchester Libraries (m62947).

2.4.9 The Greater Manchester Museum of Science and Industry

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

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

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

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

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

2.4.10 Restoration & Expansion of the 1830 Warehouse & New Warehouse

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

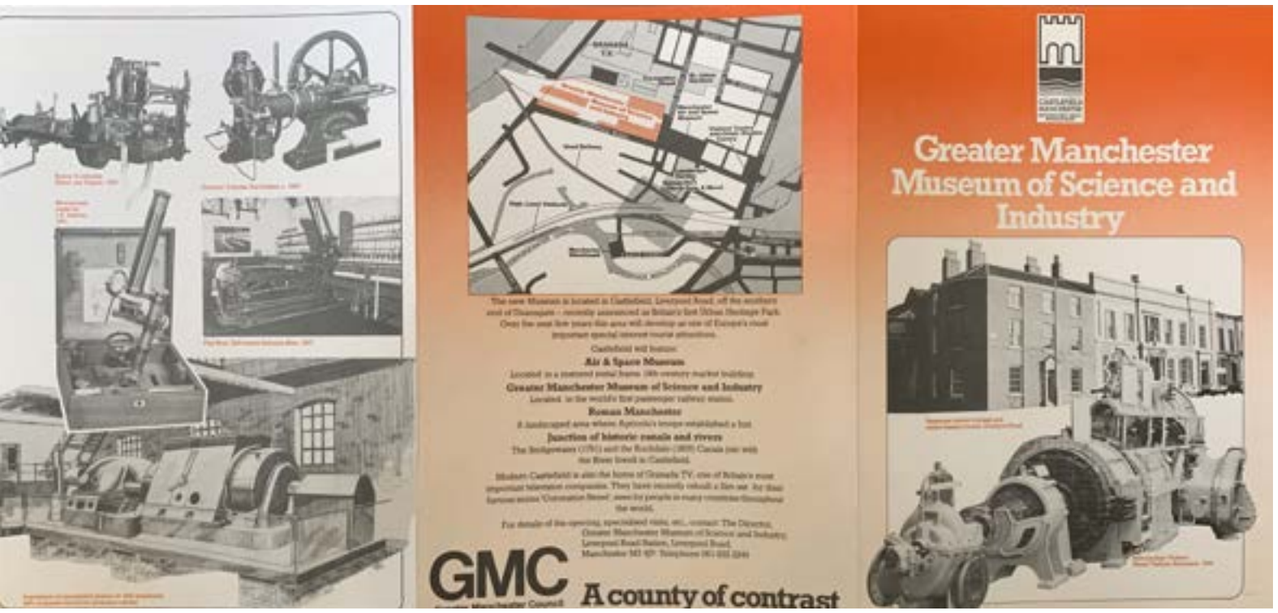
The New Warehouse was extended in 1992 by building a new frontage on Lower Byrom Street, flush with the entrance frontage, and in 1995 the Changing Exhibition Gallery was created.

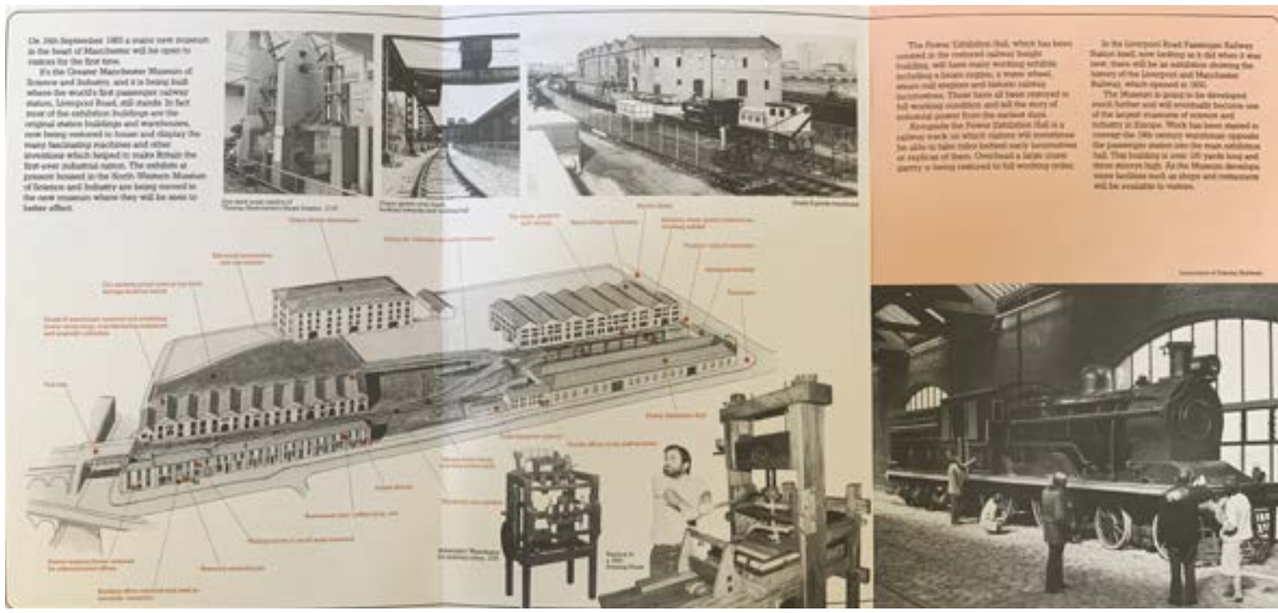
The Museum made a successful application in the first round of HLF grants (now National Lottery Heritage Fund), which netted 50% (£400,000) of the costs of further works.

This HLF [sic] success prompted the Museum to submit an application for a maximum grant towards the costs of a much bigger project, titled the Final Phase scheme, in 1996. An £8.8 million grant was approved by HLF [sic] in February 1997, but building work did not begin until March 1999.

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

Figure 21 Promotional Brochure for the Opening of the Museum, 1983 © Manchester Archives





2.4.11 Recent Works

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

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

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

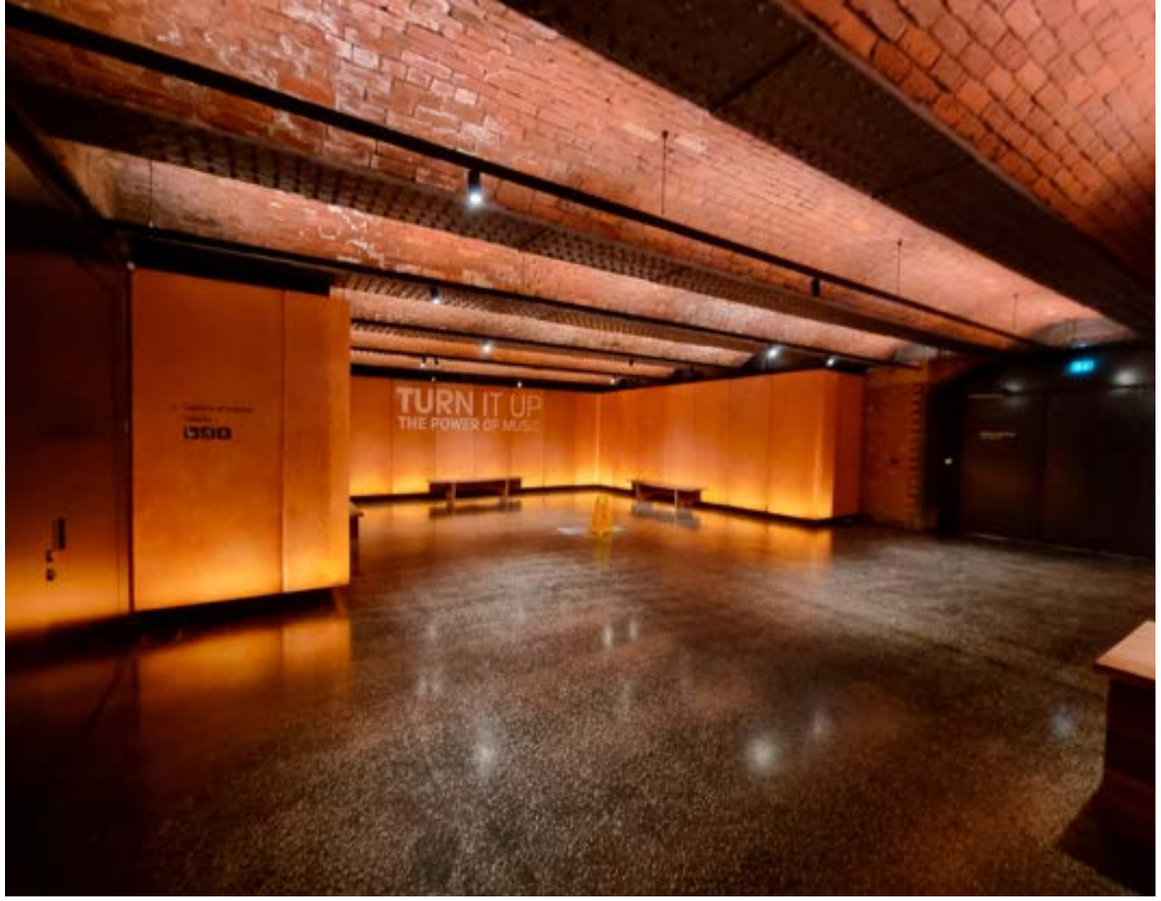




Figure 22 Top: Inside the SEG

Figure 23 Bottom: View from the SEG of the 1867 Viaduct undercroft.

2.5 New Warehouse: Summary of History & Development

The New Warehouse, or Great Western Warehouse, was constructed between 1878 and 1880 following the destructive fire of 1866 and the subsequent acquisition of a parcel of land large enough for the building by the London and North Western Railway.

The building was four storeys, the bottom of which was at basement level in relation to the lower yards.

Two railway tracks ran into the west end of the Great Western Warehouse from the 1867 viaduct across an apron, which was created by the westward projection of the building at basement level. Their loading platforms were integral to the structure. To join up the two viaducts and create access to the 1830 viaduct, a roughly triangular extension was made to the latter so that the two viaducts converged. Four new tracks were laid between the Shipping Shed and Great Western Warehouse, three from the 1830 viaduct and the other from the 1867 viaduct, all running through to the east end of the Station. These were linked by a cross track running from the inner end of the Shipping Shed to and in front of the west end of the Great Western Warehouse. The crane gantry, equipped with two 10-ton travelling cranes and abutting the Shipping Shed, was erected during this period.[13]

The Warehouse was not significantly modified during its railway life and, becoming the only operational warehouse as goods traffic declined, was maintained in good working order through to the closure of the Station.[14] The warehouse was sold to Greater Manchester Council [sic] in 1982, for use as part of the museum.

The Museum renovated and converted the Warehouse in several phases between 1984 and 2000. Initially minimal works were carried out in order to allow the ground floor to be used for gallery space, meeting space and workshop facilities, and the basement for large object storage.

The first major scheme was carried out in 1987-88. Its key objectives were the conversion and partitioning of the eastern half of the upper floors to provide gallery space, education facilities and conference facilities, and the reconfiguration and partitioning of the eastern half of the ground floor to provide a new main entrance, toilets and shop, whilst retaining gallery space. In order to provide adequate visitor access to the upper floors, a ground-to-roof slit was cut through the western half of the building to accommodate a ramp and a lift, which, in combination with the insertion of skylights in the roof, increased the natural light at ground, first floor and second floor levels. The slit also served to reveal the internal structure of the Warehouse at the entry points. Three fire escape staircases were located on the external walls.

In 1989, the easternmost quarter of the basement was converted to form the Museum's Library and Record Centre, conforming to BS5454, and the former van yard was decoratively paved to create a forecourt with anamorphic sculptures. In 1992, the Museum shop was extended by building a new glass frontage on Lower Byrom Street flush with the entrance frontage, thus occupying the forecourt, which was reinstated to the south. A self-contained large object store was created in the basement in the same year. In 1995-96, the ground floor was reconfigured by the creation of a Changing Exhibition Gallery in the space formerly occupied by the Textiles Gallery, followed by the conversion of the former restoration workshop to accommodate a new, larger Textiles Gallery, thus making the whole ground floor a public area. In addition to new partitioning, this development entailed the insertion of a raised floor over part of the original rail well in the Changing Exhibition Gallery space and the introduction of a ramp, providing access to

Figure 24 Overleaf: View of SIM site from 20 Stories, Spinningfields

the southern loading deck, and two bridges across the rail well in the Textiles Gallery.

Upon completion of these internal works, the Museum decided to waterproof the 'apron' between the west elevation of the Lower Byrom Street and the colonnaded viaduct, which forms the ceiling of the westernmost section of the Warehouse basement. Preparation for the tanking work revealed two rail turntables, which were recorded.

The second major renovation scheme took place in 1999-2000. It entailed 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 and the expansion of the shop extension. The latter element involved extending the frontage closer to the road, in order to accommodate new entrance facilities as well as a shop, and adding a first floor, in order to create an office and boardroom suite for the Museum's Directorate. The western half of the first floor was partitioned to extend the Learning Centre and provide a large permanent gallery space, now the Manchester Science Gallery. The top floor was partitioned to create a large restaurant (with kitchen), with a raised floor at the western end, a reconfigured interactive science gallery, Xperiment, and two new meeting rooms. In the basement, a new concrete floor was laid along the southern side and the space was re-partitioned to enlarge the existing objects store and create new storage for smaller object and new visitor facilities, whilst retaining the existing Library and Record Centre. Together with the new stores and staff workshops in the adjacent Colonnade, these facilities formed the new Collections Centre.[15]

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.



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 New Warehouse

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**. Some isolated finds may be possible however, due to the former agricultural use of the area, and the significant disturbance as a result of the industrial development and construction of the warehouse, this is unlikely.

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. [18]The 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 redevelopment of the site, along with the construction of the basement and foundations of the Warehouse, the potential for any subsurface remains within the footprint of the warehouse are negligible. Trial pit excavations carried out in 2009 'revealed that the solid geology lay immediately beneath the floor, and that any archaeological remains within the footprint of the building had been entirely destroyed'.[20]

A watching brief carried out in 2012, maintained during a construction programme, confirmed that no archaeological remains of Roman date survive in situ in the area immediately to the south the Lower Byrom Street Warehouse.

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

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 Area 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**, with any potential remains being located within the upper yard, rather than the warehouse itself.

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'.[21]

The area remained largely rural until the construction of terraced worker cottages in the 19th century, just prior to the construction of Liverpool Road Station. Figure 25 shows the approximate location of the New Warehouse in relation to the former cottages.

Trial pits excavated in 2010 revealed fragmentary remains of the cottages in the upper yard. The same excavation revealed that any archaeological remains within the footprint of the warehouse has been entirely destroyed.

The potential for buried archaeological remains deriving from post-medieval activity within the Site Area is considered to be **low/medium**, with any potential remains being located within the upper yard, rather than the warehouse itself.



Figure 25 1851 Map Showing Approximate Existing Location of the New Warehouse - the site of the New Warehouse was situated over a former area of terraced housing.

- Approximate Location of the New Warehouse

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 New Warehouse, the potential for archaeological remains from all periods is **low.**

Previous excavations carried out in 2010 confirm that any potential remains within the footprint of the building have been destroyed.

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

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

3.1.2 Architectural & Artistic Interest

3.1.2.1 Aesthetic Value

The New Warehouse has high aesthetic value as a handsome late-19th century bonded warehouse with a decorative and functional use of blue engineering brick. Its grand scale, industrial aesthetic, and functional design all contribute to its architectural interest.

The building takes a prominent position within the streetscape and contributes to the character of Lower Byrom Street. The overall mass of the warehouse also makes an important contribution to the wider townscape, particularly when viewed from one of the operational railway viaducts that cross Castlefield.

3.1.2.2 Form and Function

The building's original internal structure, form and layout is demonstrative of the building's original use and cutting edge fireproof construction.[22] The entrances for railway lines through the western elevation from the 1867 Viaduct also contribute to its significance as they demonstrate the building's original use.

As the last of the Liverpool Road Station buildings, it illustrates the evolution of construction techniques and goods handling technology, and provides a striking contrast to the original 1830 Warehouse.

The architectural and artistic interest of the New Warehouse is **medium**.



Figure 26 Image Showing the New Warehouse and Gantry, 1978 © Manchester Libraries, M62941

3.1.3 Historic Interest

3.1.3.1 Illustrative of the Development of the Liverpool Road Station

The New Warehouse was originally constructed in the late 19th century as part of the development of Liverpool Road Station, which was the world's first passenger railway station. The station played a pivotal role in the development of railways and transport in the Industrial Revolution era and is illustrative of success and development of the site.

The New Warehouse was built following the end of passenger services at Liverpool Road Station and is representative in the shift to goods handling and processing.

3.1.3.2 Communal Interest

The site is greatly valued by local and national communities. The closure of the station was protested by many. The formation of the Liverpool Road Station Society in early 1978 serves as a reminder of the local interest and care for the site and its buildings. Society members were active in both campaigning for the Station's preservation and assisting with preparations for the 1980 Great Railway Exposition. When the Museum opened, the Liverpool Road Station Society was disbanded, but its members were invited to join the Museum's new Friends organisation and some remain Friends today.

The New Warehouse holds communal and social value as one of the museum buildings. The site is an educational resource and tourist attraction, promoting learning, community engagement and inspiring innovation and creativity. The site is visited by an average of 500,000-600,000 visitors per year, and will hold memory and meaning for many of those visitors.

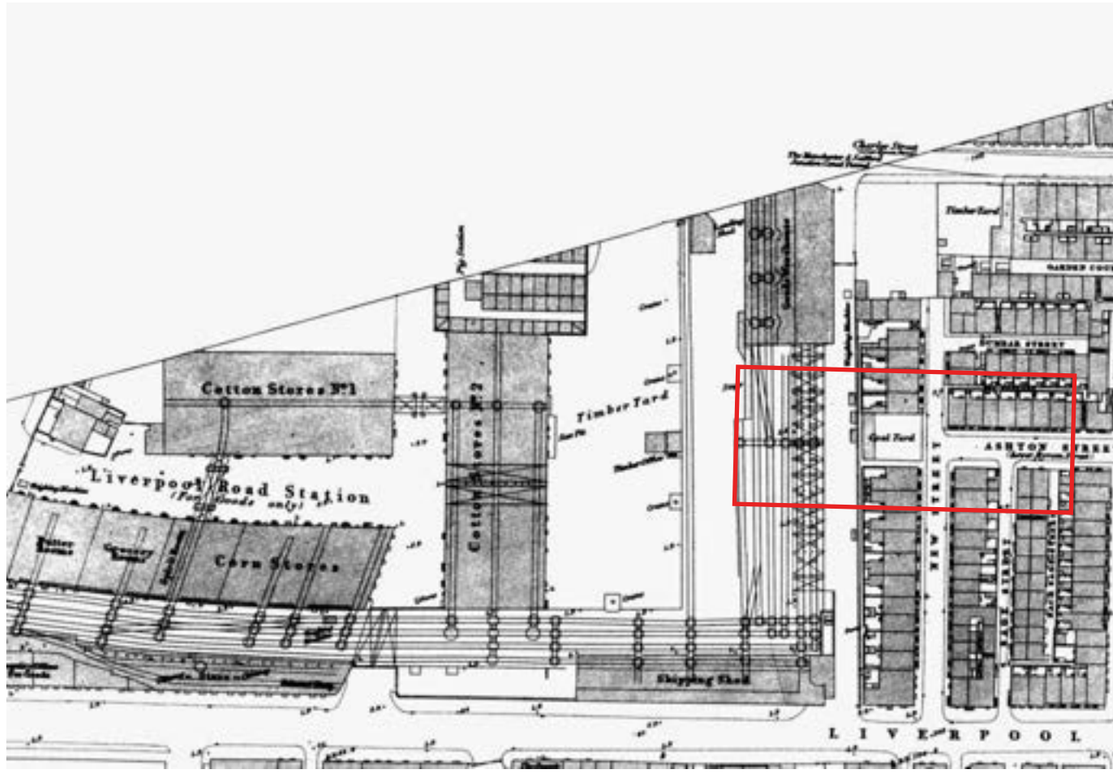
3.1.3.3 The interconnection between the railway and industrial development and trade

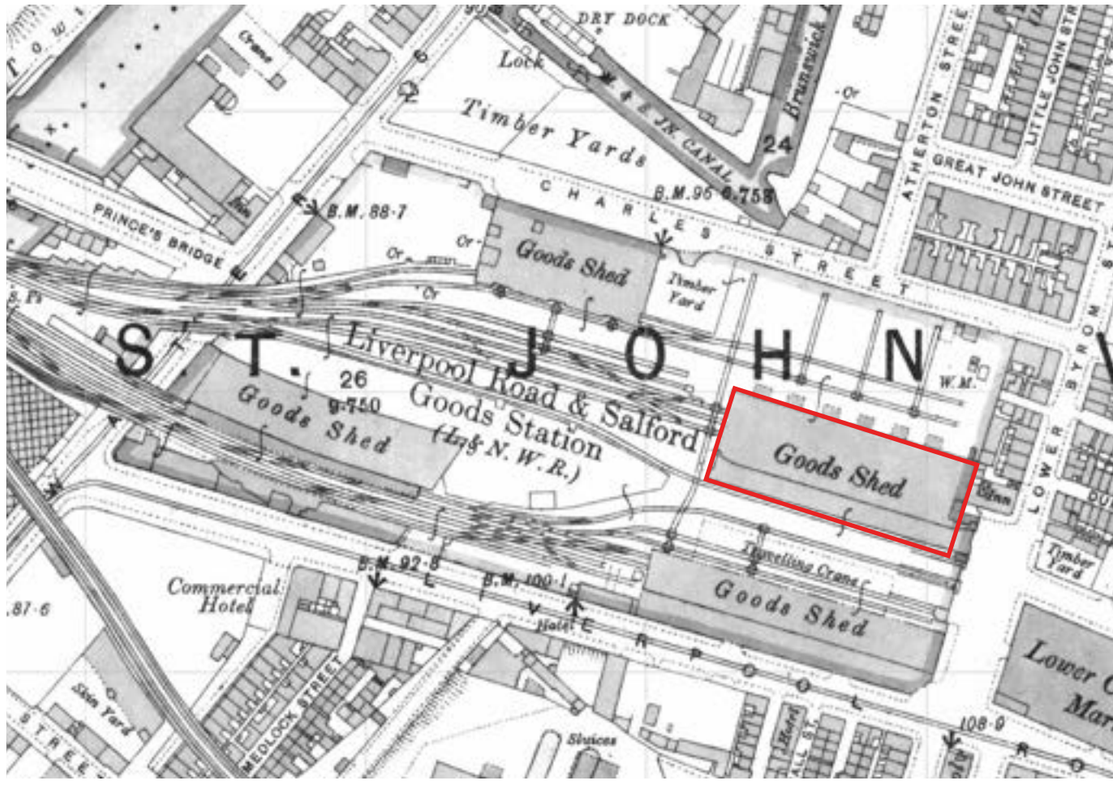
Railways proved to be economically beneficial, not just by facilitating trade, but also by increasing demand for raw materials that they directly consumed, such as coal, iron and steel.

The construction of the New Warehouse, in response to increasing demand for the storage and handling of industrial goods, is illustrative of the relationship between the railway system and the industrial growth and development of the time.

The Great Western Warehouse is symbolic of the last phase of Victorian railway expansion, when traffic was still expanding. By this period, there was little opportunity for the creation of new independent railways, but there was potential for existing railways to extend their networks and thus increase their traffic.

The historic interest of the New Warehouse is **high**.





- Approximate Location of the New Warehouse

Figure 27 Top: 1850 Map showing earlier site layout, before the fire of 1866 and the subsequent construction of the New Warehouse.

Figure 28 Top: 1893 OS County Series Map showing later site layout, following the expansion of the site and the construction of the New Warehouse.

3.1.4 Summary of Significance

The New Warehouse's **medium** heritage significance is captured by its Grade II designation.

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

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

The overall heritage significance of the New Warehouse is **medium**.

Figure 29 Overleaf: The New Warehouse from Lower Byrom Street



3.2 Group Value

As well has 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.

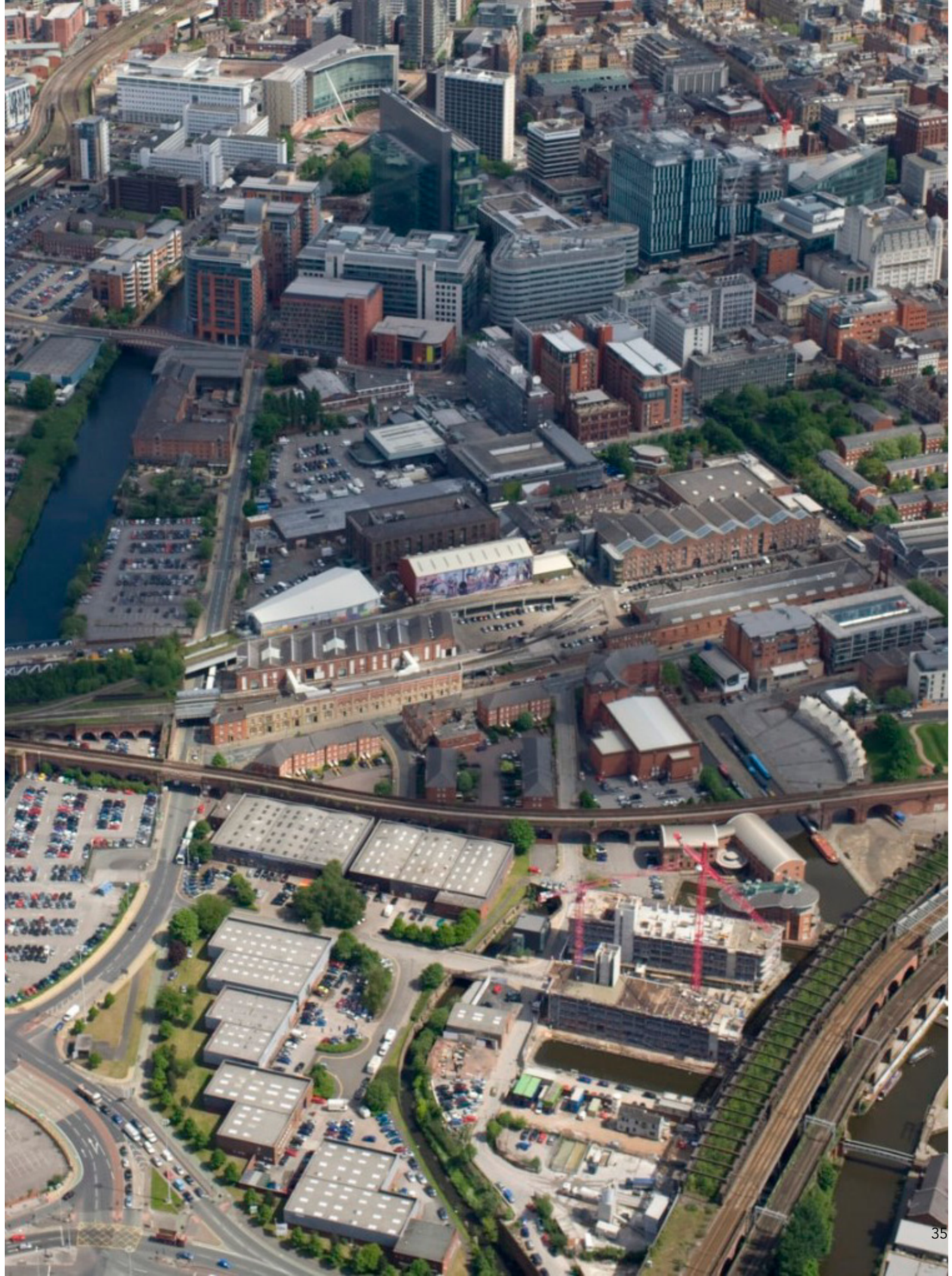


Figure 30 Aerial Image of Manchester, 2008, Showing the SIM Site © Historic England Photograph: 20792_006 flown 20/05/2008

3.3 Castlefield Conservation Area

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

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

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

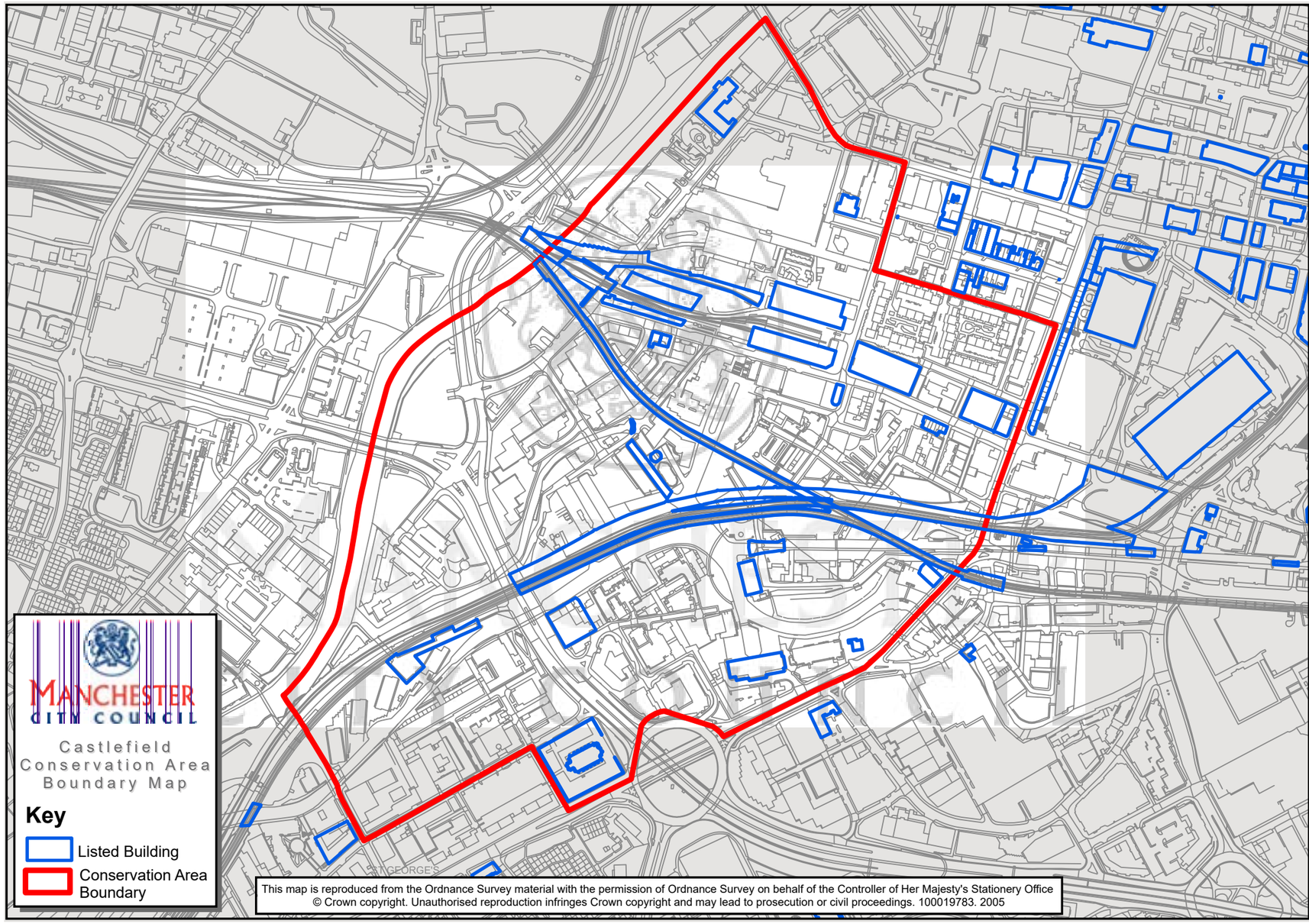


Figure 31 Map Showing Conservation Area Boundary © Manchester City Council

4.0

Summary of Proposed Works

4.0 Summary of Proposed Works

4.1 New Warehouse

The forthcoming application mainly relates to works to the roof and fabric repairs at the New Warehouse building, including:

4.1.1 Roofing Works

- Entire slate covered pitched roofs to be replaced with 100% new slate and ridge tiles. Slates to matched as closely as possible to existing, with small reduction in size. Timber battens and counter battens to be replaced like-for-like. Existing truss, sarking boards, and tie beams to be retained. Isolated repairs will be carried out if necessary.

- Re-roofing works will present the opportunity to re-insulate the roof with STEICOspecial dry insulation. Insulation will match the wood fibre insulation that has recently been consented for the adjacent Power Hall.

- New insulation will result in the roof height being raised. Insulation depth to be increased by 150mm.

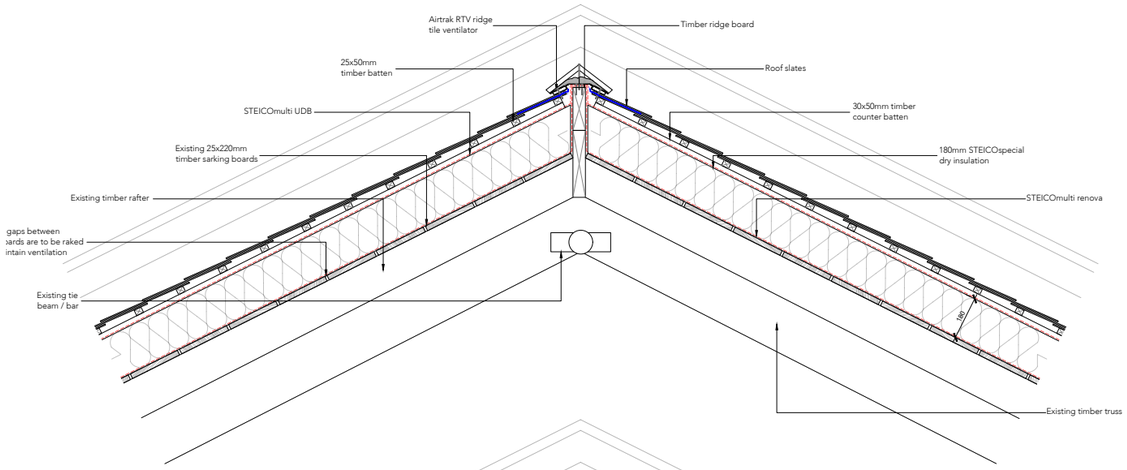
- Roof access to be improved for management and maintenance introducing modern stepped access with up and over ladders and lanyard systems. Some areas of existing hatch access to be removed.

Reference Drawings:

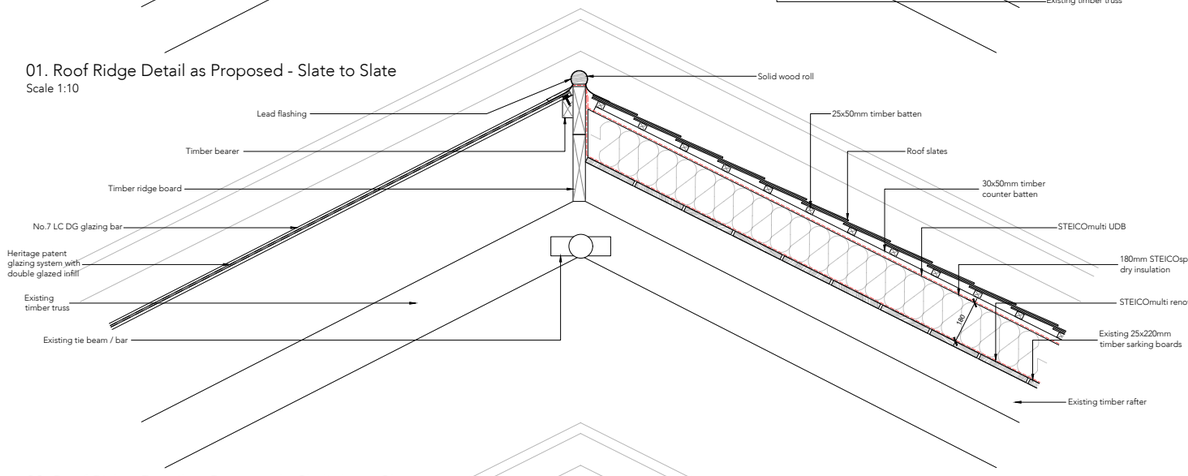
NW (04) 006 and NW (04) 007

NW (27) 101 and NW (27) 102

NW (27) 105



01. Roof Ridge Detail as Proposed - Slate to Slate
Scale 1:10



02. Roof Ridge Detail as Proposed - Skylight to Slate
Scale 1:10

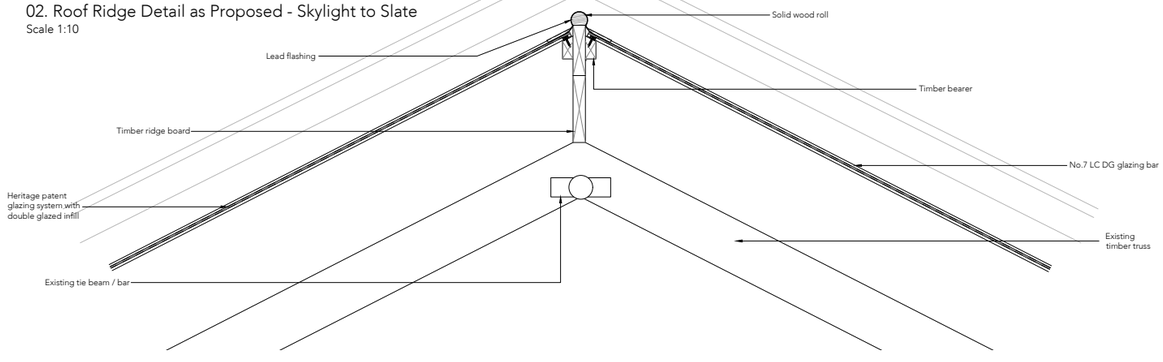
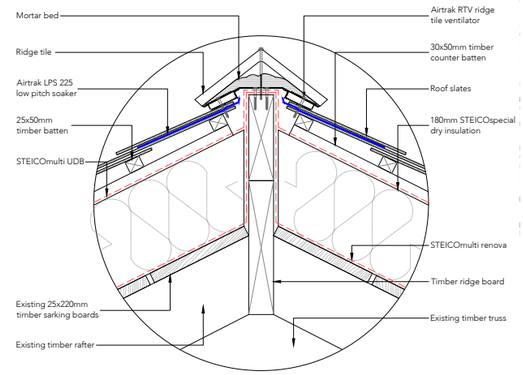
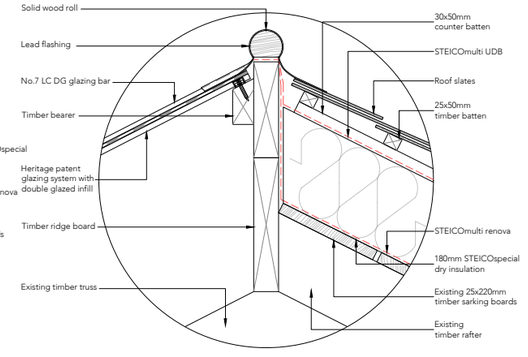


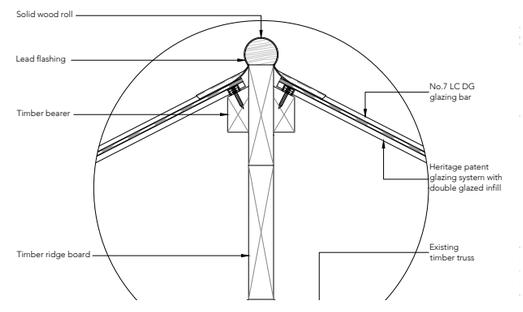
Figure 32 Proposed Roof Detail



Roof Ridge Detail as Proposed Callout - Slate to Slate
Scale 1:5



Roof Ridge Detail as Proposed Callout - Skylight to Slate
Scale 1:5



4.1.2 Roof Glazing

- 80% of the rooflights and skylights on the New Warehouse are to be removed. The rooflights that serve the internal voids will be maintained for lighting purposes.

- New rafters, structure and sarking boards to be introduced where rooflights in-filled / overslated. These will match existing.

- Rooflights being retained are to be replaced with new heritage patent glazing system with double glazed infill, to match the appearance of the existing.

Reference drawings:

NW (04) 006 and NW (04) 007

NW (27) 105

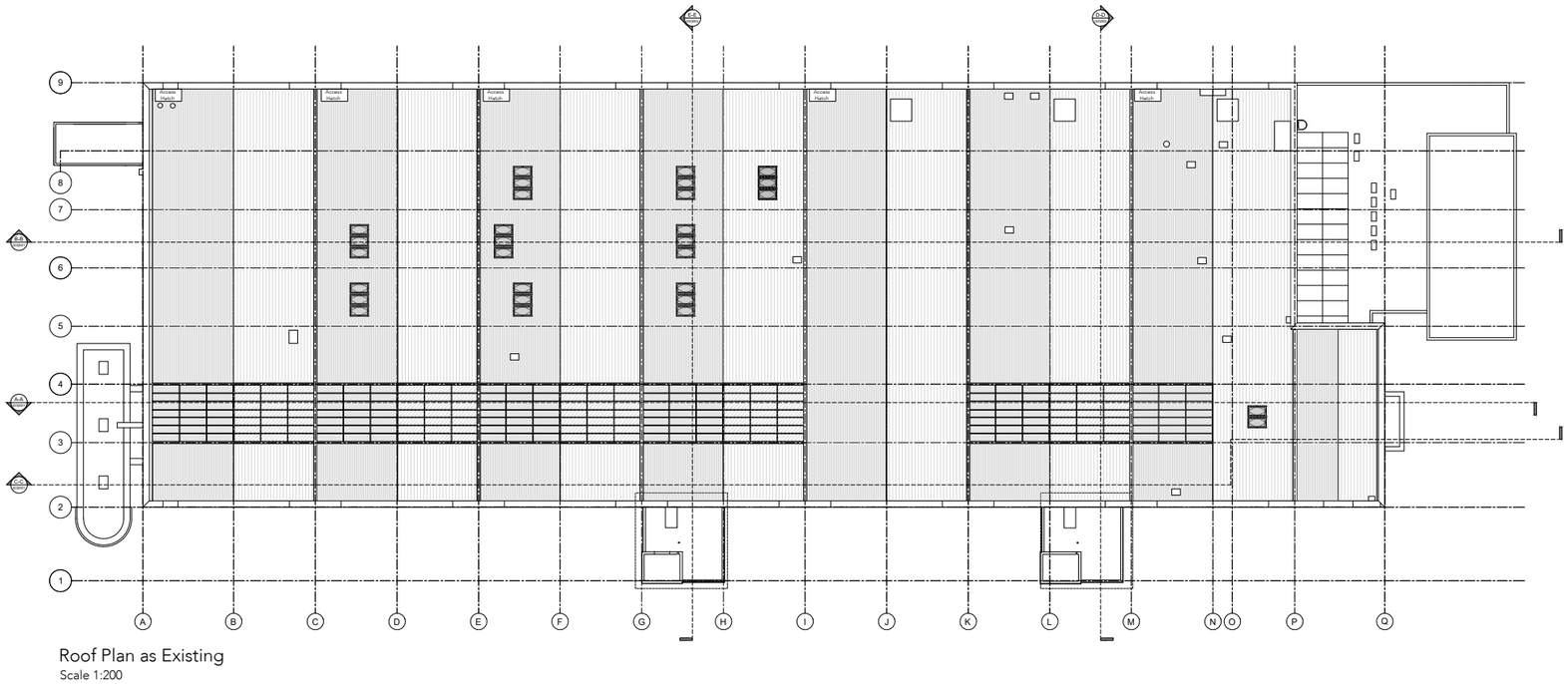


Figure 33 Existing Roof Plan

4.1.3 Gutters

- Gutters are to be replaced with a traditional stepped, lead lined, detail being introduced, dispersing into existing sumps and outlets to the perimeter façades. The existing slotted gutter sole boards will be kept, to retain the interior aesthetic.

- Box gutters will be replaced with new details at the parapets to accommodate new roof covering. Lead capping to be introduced along all elevations.

- Existing outlets are to be retained.

Reference drawings:

NW (27) 102 and NW (27) 103

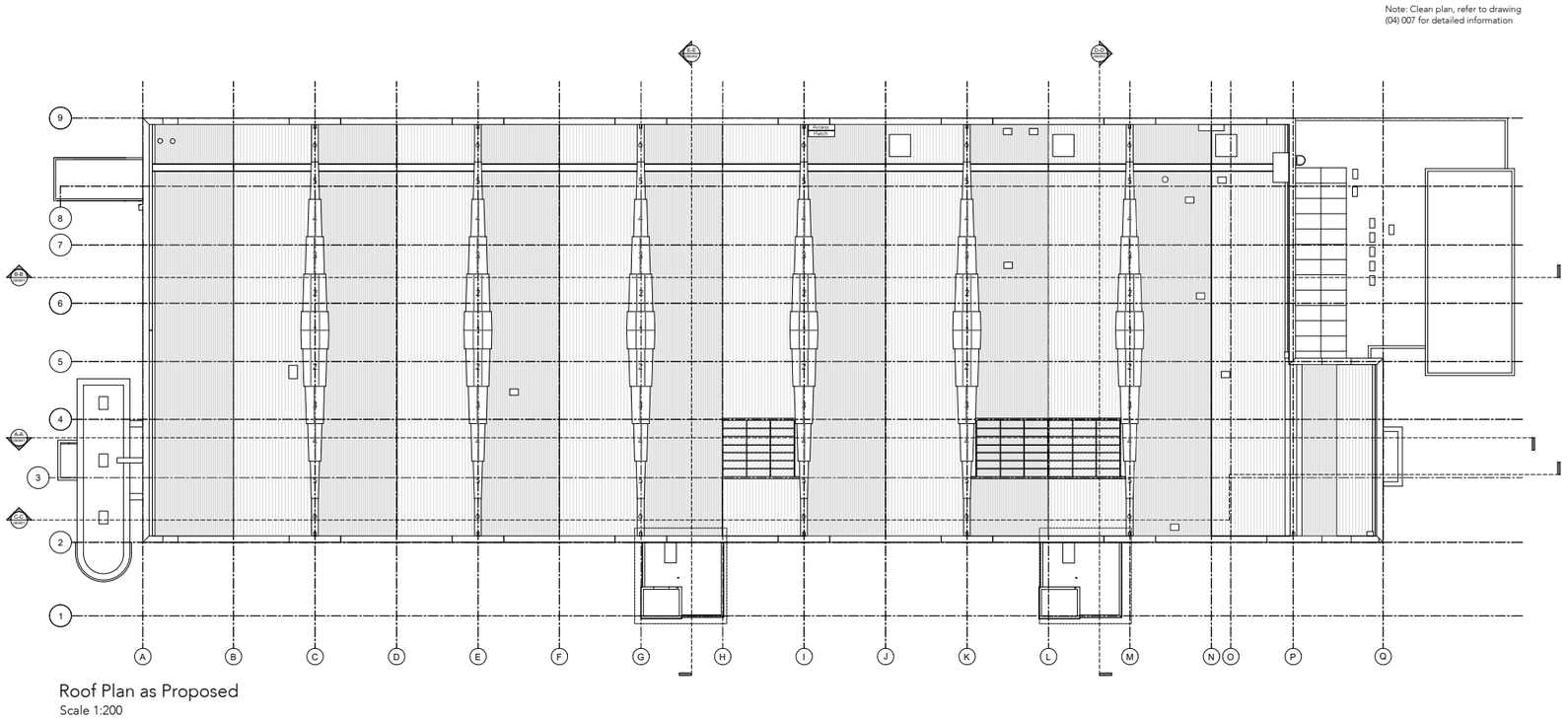


Figure 34 Proposed Roof Plan

4.1.4 Scaffolding

- A full perimeter access scaffold will be required, including the provision of a full temporary roof over the entire masonry footprint to provide access to undertake the works, as well as offering protection against the weather.

Reference drawings:

SMG6391-1A_Model and SMG6391-2A_Model, supplemented by SMG6391-3-Model and SMG7412-1a-Model.

4.1.5 Roof Access & Maintenance

- Reinstate the original primary access point to the northeast corner of the warehouse, accessed from the northeast stair core internally. Vertical hooped ladder to be replaced like-for-like, with new aluminium landing platform to be added.

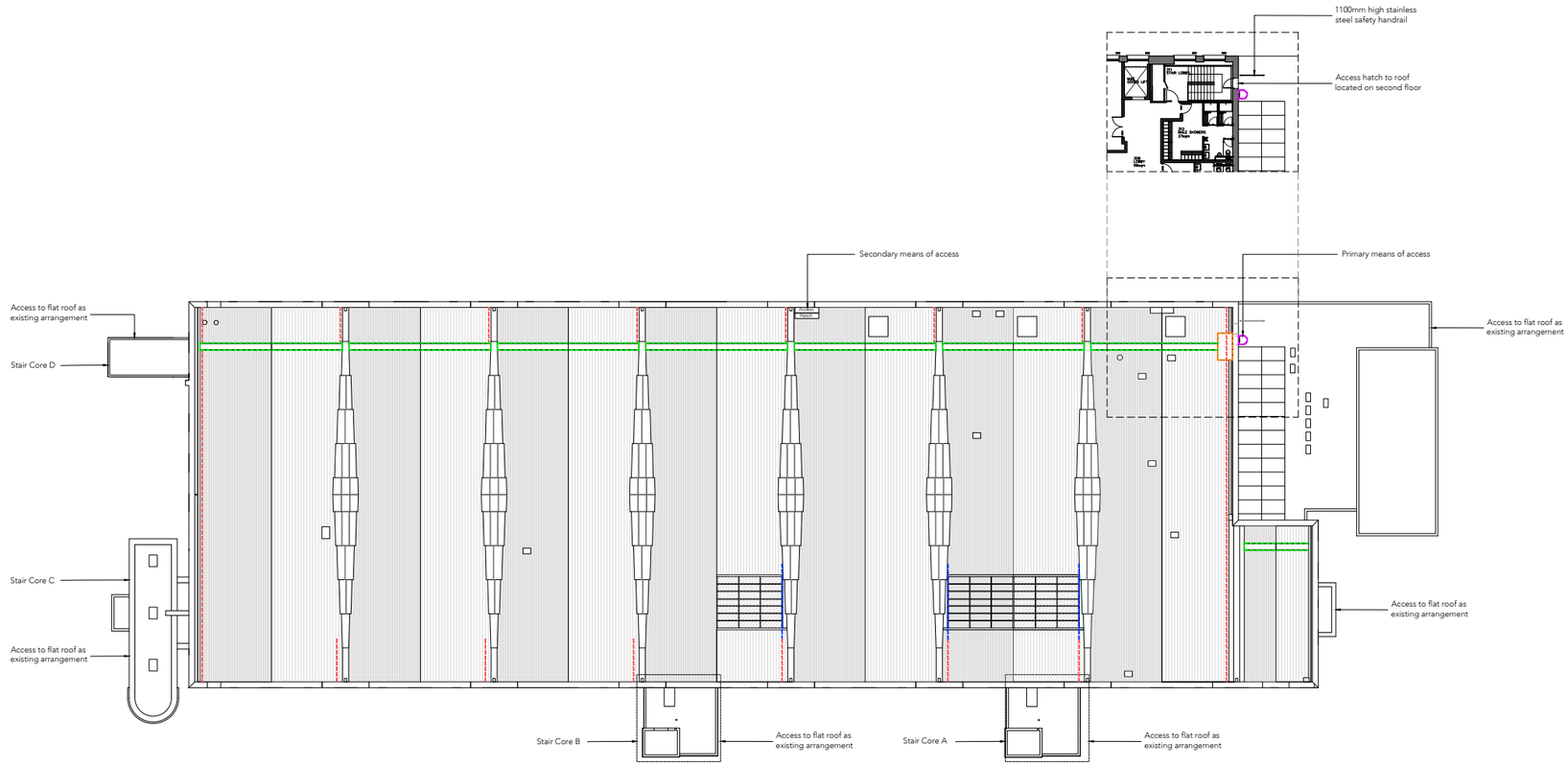
- Series of fixed aluminium up and over ladders to be installed, providing access to each valley gutter.

- Aluminium balustrading to be provided across valley gutters where skylights are reinstated.

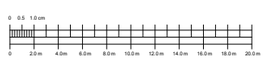
- Lanyard / mansafe type systems are to be installed along box gutters and to provide access to sumps / catchment pits from within valleys and box gutters.

- One access portal to be reinstated, located about centre. The access portal will be clad in lead externally with a timber external grade lockable door. A new fixed metal vertical ladder will be installed internally to provide access to and from the second floor.

Reference drawing: NW (04) 008



Roof Access Plan as Proposed
Scale 1:200



DESIGN INTENT

This drawing is indicative of design intent for tender purposes only. Completion of detailed design is to be undertaken by sub-contractor as required by CDP and detailed in Emplyers Requirements

KEY

- Clip in fall restraint guide system
- Fixed Aluminium barrier across skylight to extend 500mm beyond skylight edge (each side) with vertical posts, intermediate and top rails
- Aluminium walkway steps at 600mm wide to suit roof slope, complete with handrails to both sides
- Aluminium access platform
- Galvanised vertical access ladder with hoops

Figure 35 Proposed Roof Access Plan

4.1.6 Fabric Repairs & Decoration

- Patch repointing, stone repairs and redressing, replacement of defective masonry, and replacement of timber like-for-like to be carried out where defective fabric identified and where indicated in drawings:

  NW (05) 201 to NW (05) 210

- Existing plastic downpipes and hoppers are to be replaced by new heritage style aluminium cast downpipes.

- Preparation and redecoration of metal features, timber louvres, features, doors, windows, metal framed windows and grillage.

- Removal & replacement of defective low level render like-for-like.

4.1.7 Interior

- Internal alterations are limited to the impact of the infilling of the rooflights. Areas of in-filled fabric will match existing.



South Elevation Fabric Repairs as Proposed - Sheet 1
Scale 1:50

Figure 36 South Elevation Proposed Fabric Repairs (Sheet 1 of 4)

4.2 Special Exhibitions Gallery (SEG)

Proposed works to the Special Exhibitions Gallery include:

4.2.1 Fabric Repairs

- Fabric repairs will be carried out where necessary to address current water ingress issues. Repairs will be carried out like-for-like. Isolated redecoration works of rusted metal work will also be carried out where required.

4.2.2 Waterproofing Works

- Cobbles, tracks and additional surfaces will be partially lifted to allow a new waterproofing system is to be installed across the exposed concrete pad. This will follow proprietary works and any necessary concrete repairs, with concealed flashings and upstands across interfaces and abutments.

- Modern macadam and surfaces are to be broken out and removed.

- 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, therefore the final solution and interfacing arrangement may differ from those presented.

- Stone cobble setts and tracks will be reinstated on a like-for-like basis. The existing landscape treatment is to be reinstated to match pre waterproofing arrangement.

4.2.3 New Entrance Portal

- New projecting entrance portal will be introduced to the west elevation of the SEG/ New Warehouse.

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 39. This scale is a useful tool within the context of the benefit and harm dichotomy of the NPPF. The scale provides the opportunity for beneficial outcomes to be quantified, balanced, and considered alongside the NPPF outcomes of: no harm, less than substantial harm, and substantial harm. Together they create a holistic approach to assessment.

5.1.1 Assessment of Scale of Specific Impact and Change

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

Direct impacts are those that arise as a primary consequence of the Scheme. Direct impacts can result in the physical loss of part or all of an asset, and/or changes to its setting. Setting is, 'the surroundings in which a place is experienced, its local context, embracing present and past relationships to the adjacent landscape.'

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

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

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

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

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

Figure 37 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 38 Definition of types of change

Major beneficial	Moderate beneficial	Minor beneficial	Negligible beneficial	Neutral	Negligible adverse	Minor adverse	Moderate adverse	Major adverse

Figure 39 9-point scale of impact

5.2 Impact on the New Warehouse

5.2.1 Works to the New Warehouse

5.2.1.1 Roofing works

The replacement of the existing roof covering is considered necessary as the roof is now beyond its serviceable life. The replacement will be major beneficial to the asset as it will contribute to the long-term maintenance of the building, reducing the risk of issues including water ingress.

New slates have been chosen and sampled to match the existing colour as closely as possible as to reduce the visual impact of the works. The new slates will be slightly smaller in size due to availability of the appropriate choice.

The introduction of new wood-fibre installation will be major beneficial to the building, improving thermal properties and longevity. The raised roof height will have a minor visual impact on the asset. However, the form and character of the roofscape will be maintained, and the visual significance and structural composition of the building will not be compromised. The existing elevational composition and height of the parapet allows the roof height to be raised, whilst not protruding beyond the existing copings. As a result, the works will be not obviously visible when viewing the building from ground level.

The design and interfacing of key junctions across the eaves, ridges, copings and valleys have been carefully considered in order to be sympathetic to the original building and arrangement and reduce the disturbance of, and interaction with the historic fabric. An approach has been chosen that does not require the lifting of the existing coping, as to not cause harm to the fabric.

Overall, the proposed roofing works are considered necessary for the effective management and maintenance of the asset, in response to the existing deteriorating condition of the roof. The proposed works will result in **moderate change** to the asset which will have a **moderate impact**, which will be **major beneficial** in nature.

The works will result in **negligible harm** to the significance of the asset.

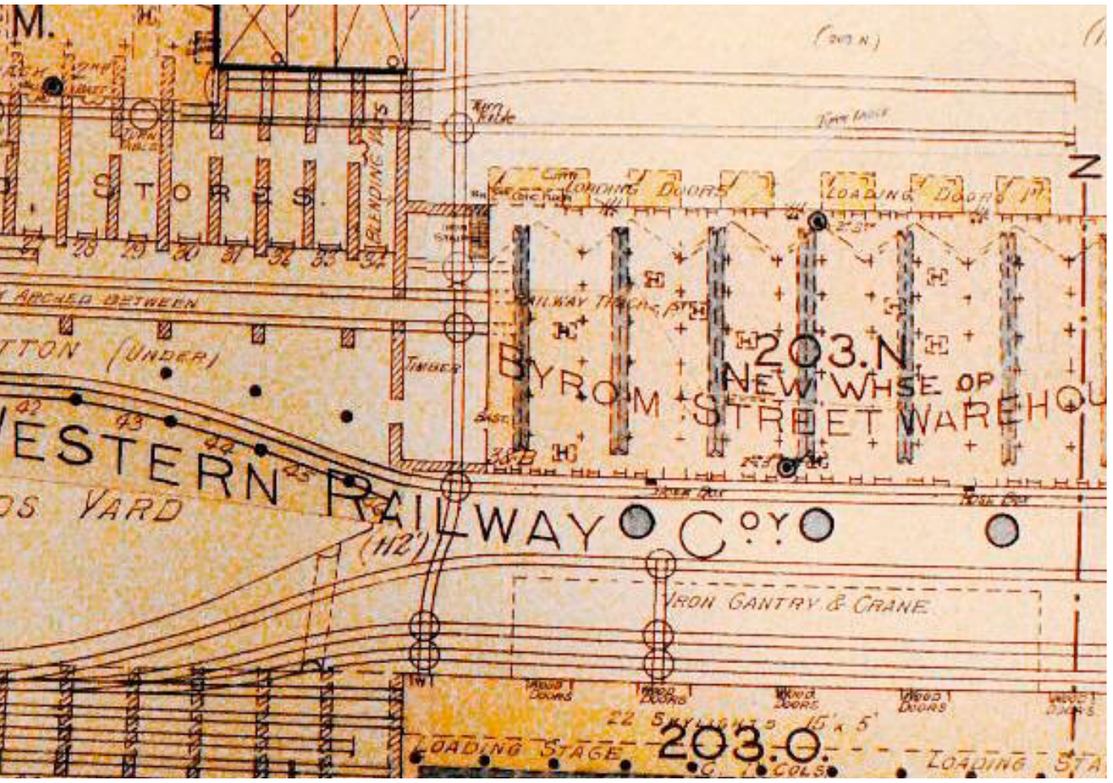




Figure 40 Top: Goad Insurance Map, 1913, showing previous rooflight arrangement on the New Warehouse.

Figure 41 Bottom: 1978 Photograph showing previous rooflight arrangement © Manchester Libraries, m62949.

5.2.1.2 Roof Glazing

The rooflight arrangement, original to the building's construction, cannot be definitively identified. There is no written or drawn evidence denoting the original arrangement, with the earliest record of rooflights being attributed to the 1913 Goad Insurance Map, Figure 40. This arrangement saw rooflights orientated to match the direction of the ridge, to west roof pitches only, as can be seen in Figure 41. Additionally, there is no physical evidence within the existing roof structure to suggest the location or form of the previous arrangement. It is therefore not considered appropriate to reinstate to an arrangement that cannot be fully evidenced.

The existing rooflight arrangement is non-original, installed in the late 1980s, and does not contribute to the understanding or significance of the asset as existing. The removal of the rooflights will not result in the loss of any original fabric, and will not have a direct impact on the building's significance. Their removal will facilitate the effective temperature and lighting regulation within the internal spaces, to help the museum maximise the use and efficiency of the building.

Areas where rooflights are to be removed will be overslated to match the existing roof arrangement. Where rooflights are being reinstated over the internal atriums, new double-glazed units and lead flashings will be introduced to enhance the quality and thermal properties of the windows. These rooflights are to be reinstated to continue to provide light into the building where necessary, to facilitate the ongoing use of the building.

Overall, the proposed works are considered necessary for the effective management and maintenance of the asset, with the loss of the existing rooflights having no direct impact on the significance of the building or the historic fabric. The proposed works will result in **moderate change** to the asset which will have a **moderate impact**, which will be **moderate beneficial** in nature.

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

5.2.1.3 Gutters

The new stepped and tapered valley gutters will address the current functional and maintenance issues associated with the existing, outdated, gutter detail. The widening of the roof gutters will increase capacity and flow rates, which in turn will improve access for routine maintenance.

The design and interfacing of key junctions across the eaves, ridges, copings and valleys have been carefully considered in order to be sympathetic to the original building and arrangement. The new stepped and tapered valley gutters and box gutters will be lined with lead, with lead mushroom vents into each lead bay.

Where Code 5 lead capping is to be introduced to the coping stones, this will have a minor visual impact on the asset. The capping detail has been introduced to respond to the existing water ingress issues. The design team have tested multiple details to achieve the most viable and effective option that will result in the least impact and intervention with the historic fabric. Other options explored required the lifting of the coping stones, with increased potential for substantial damage to occur during the process, and further logistical difficulties given the height, scale and weights of the stones. Setting the lead capping beneath the coping stone would still allow for the full saturation of the masonry. The introduction of the new capping is considered the most effective approach with regard to maintenance and conservation of the asset. The benefits of the detail will outweigh the minor visual impact of the lead capping.

Overall, the proposed works are considered necessary for the effective management and maintenance of the asset, with the loss of the existing rooflights having no direct impact on the significance of the building or the historic fabric. The proposed works will result in **moderate change** to the asset which will have a **moderate impact**, which will be **moderate beneficial** in nature.

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

5.2.1.4 Scaffolding

Due to the requirement for a temporary roof over the building, the associated high horizontal load, and additional site constraints, a free standing scaffold is not possible. It has been concluded that the use of the existing building for stability will be the most practical method of construction. This will result in the use of ties to stabilise and secure the scaffold, which in turn will result in areas of intervention with the fabric of the building. A robust plan of measures and process will be implemented to mitigate any potential harm caused by the use of these ties;

The scaffolding will be erected in a logical and measured approach to ensure continuity and care is taken during the erection phase.

The façades will be carefully inspected, alongside the Architect, scaffold contractor and structural engineer to highlight and advise of the most suitable location for scaffold tie fixings. Anchor tie options will be chosen dependant on location of fixing. Placement within existing mortar joints will be favoured to reduce interaction with solid fabric, where suitable pull test readings can be provided.

If tie loads cannot be achieved in the mortar joints, then inevitably, the fixings will need to be located directly into the solid portion of masonry. The impacts of this will be mitigated through the appropriate repair and reinstatement of fabric lost. Holes will be filled with mortar and brick dust to match that of the brick in colour, texture, composition. If the brick becomes defective, they will be replaced with an appropriate, matching replacement. A robust repair methodology has been prepared as part of the submission.

Following the removal of the scaffold, all repair and reinstatement works will take place to ensure there is no visual impact on the asset.

Overall, the proposed works are considered necessary for the effective facilitation of the scheme. The scaffold will be temporary and any damaged caused as a result of the use of ties and bracing will be repaired like-for-like. The proposed works will result in **minor change** to the asset which will have a **slight impact**, which will be **moderate beneficial** in nature.

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

5.2.1.5 Roof Access & Maintenance

Existing access fittings are to be replaced like-for-like. The new aluminium access platform will allow for safe and secure access to the roof. New ladders and mansafe systems are to be set back from the elevations to ensure they are not visible from ground level.

Improved access will be greatly beneficial to the asset, allowing for more frequent maintenance checks to be carried out, necessary for the future preservation of the building. The works will also improve important health and safety measures for on-site staff.

Overall, the proposed works are considered necessary to preserve and enhance the asset and ensure that the appropriate and regular maintenance of the building can be carried out. The proposed works will result in **minor change** to the asset which will have a **slight impact**, which will be **major beneficial** in nature.

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

5.2.1.6 Fabric Repairs and Decoration

Replacement of existing downpipes is considered to be major beneficial. Existing downpipes are non-original and plastic fittings are considered inappropriate for a historic building, compromising maintenance, condition, and visual quality. New downpipes will be appropriate in style for a historic building and will enhance the visual appearance and authenticity of the asset.

Fabric repair works will be carried out like-for-like wherever possible and will take a minimum intervention approach, using isolated and patch repairs to address issues.

Where features or elements are to be repainted or refinished, a colour sampling and selection process will be undertaken to establish the most appropriate choice.

Overall, the proposed works will enhance both the appearance and condition of the asset, and will reduce the risk of issues such as water ingress and structural damage. The proposed works will result in **minor change** to the asset which will have a **slight impact**, which will be **major beneficial** in nature.

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

5.2.1.7 Interior

The works to the roof result in no visible impact on the internal fabric of the building. Where existing rooflights and skylights are not proposed to be reinstated, these will be overslated, involving the installation of new timber rafters and sarking boarding to match the original arrangement internally.

The omission and reduction of rooflights and skylights will offer much greater flexibility and use of space internally, as well as increased thermal and acoustic benefits, and quality of light.

The proposed works will result in **no harm** to the internal significance or character of the asset.

5.2.2 Works to the Special Exhibitions Gallery (SEG)

5.2.2.1 Fabric Repairs

Fabric repairs will be localised to ensure minimal intervention. Works will be like-for-like to ensure no impact of the historic fabric. The proposed mortar mix will require careful consideration and sampling, likely involving the completion of mortar analysis across the existing fabric. It will be advantageous to repoint any defective areas with a suitable lime-based mortar.

Overall, the proposed works are considered necessary for the effective management and maintenance of the asset. The proposed works will result in **negligible change** to the asset which will have a **neutral/slight impact**, which will be **moderate beneficial** in nature.

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

5.2.2.2 Waterproofing Works

Lifting of cobbled setts and tracks will have no impact on the site. The features are to be relayed like-for-like following the completion of the waterproofing works.

The introduction of the waterproofing works will be beneficial in managing the long-term water ingress issues that currently exist within the SEG. This will be essential for the conservation and management of the asset. The system will be integrated into the existing construction, and following the instatement of the cobble setts, tracks, and landscaping arrangement, will not be visible.

Overall, the proposed works are considered necessary for the effective management and maintenance of the asset. The proposed works will result in **minor change** to the asset which will have a **slight impact**, which will be **moderate beneficial** in nature.

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

5.2.2.3 New Entrance Portal

The work to replace the entrance portal will not interface with the fabric of the original warehouse building and will only interact with the existing modern extension.

The new entrance cover is necessary to prevent the ingress of driving rain into the SEG which is currently contributing to existing water ingress issues.

The portal will be clearly contemporary in design to reflect the character of the existing SEG extension. The size and extent of the entrance way has been kept as minimal as possible while still being effective in preventing the ingress of rain. The portal will have a negligible visual impact on the setting of the New Warehouse.

The proposed entrance portal will have **no direct impact** on the Grade II Listed New Warehouse and will cause **no direct harm** to the fabric.

The proposed installation will result in **no harm** to the asset.

5.3 Impact on Archaeology

All works that require intervention with ground surfaces will be shallow in depth, and will only involve the removal of the existing cobbles setts and small areas of made ground.

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

5.4 Impact of the Castlefield Conservation Area

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

Alterations to the rooflight formation on the New Warehouse will only be visible from a small number of areas within the Conservation Area, due to their roof top location. The layout and appearance of the rooflights has undergone consistent change and reordering over time, and the current formation is non-original. The proposed layout will not cause any harm to the significance or understanding of the building in the context of the conservation area.

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

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

5.5 Impact on Group Value

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

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

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

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

5.6 Conclusion & Justification Statement

The proposals will result in a significant enhancement to the status and condition of the New Warehouse building, serving to provide a wind and watertight external envelope which would protect the warehouse structure, its interior and exhibits and collections nestled within, as well as incorporating essential upgrades and fabric repairs, securing its future for years to come.

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

5.6.1 Project Benefits

- A wind and watertight external envelope, restricting further degradation.
- Removal of existing, unsympathetic and inappropriate details and fittings.
- Protect and secure heritage asset for years to come.
- Building fabric repaired including structural enhancements.
- Significant thermal performance enhancements, to make a more sustainable asset.
- Appropriate ventilation requirements provided where necessary.
- Upgrades to provide safe ready access to the roof, to ensure frequent maintenance tasks can be undertaken.
- Aesthetic enhancement across the external appearance of the New Warehouse building.
- Increased performance of surface water management system.
- Widening roof gutters to increase capacity and flow rates, which in turn will improve access for routine maintenance.
- Visual warning system, identifying potential blockages provided over outlet locations.
- Introduction of access / rodding points across rainwater goods to improve maintenance tasks.
- 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.
- Access to carry out timber and/or other repairs across areas not previously accessible or visible.

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, 18.
3 Sather, 2007a, 32-100.
4 Ibid, 35.
5 Donald Insall Associates. "New Warehouse, Museum of Science and Industry, Liverpool Road, Manchester: Concise Heritage Assessment". March 2022.
6 Sather, 2007a, 71.
7 Ibid.
8 Ibid, 77.
9 Ibid, 83.
10 Ibid, 84.
11 Ibid.
12 Ibid, 69.
13 Ibid, 71.
14 Katherine Sather, Museum of Science and Industry (MoSI) Liverpool Road Station: CONSERVATION MANAGEMENT PLAN APPENDIX 1: GAZETTEER, 2007, 120
15 Sather, 2007b, 121
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.
18 University of Manchester Archaeological Unit, Liverpool Road 2001 Excavation Report. Accessed via the Archaeological Data Service, August 22nd 2023.
19 University of Manchester Archaeological Unit, Liverpool Road 2001 Excavation Report. Accessed via the Archaeological Data Service, August 22nd 2023.
20 Oxford Archaeology North. 2010. Liverpool Road, Manchester Archaeological Watching Brief Final Report.
21 Oxford Archaeology North. 2015. Bonded Warehouse, Water Street, Manchester, Archaeological Desk Based Assessment.
22 Sather, 2007b, 119

7.2 Appendix 2: Listing Descriptions

7.2.1 1830 Viaduct

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1254726

Date first listed: 20-Jun-1988

Date of most recent amendment: 06-Jun-1994

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

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

Location

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

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

District: Manchester (Metropolitan Authority)

Parish: Non Civil Parish

National Grid Reference: SJ 82918 97896

Details

MANCHESTER

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

GV II

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

Listing NGR: SJ8291897896

7.2.2 Station Building

Official list entry

Heritage Category: Listed Building

Grade: I

List Entry Number: 1291477

Date first listed: 18-Dec-1963

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

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

Statutory Address 2: STATION MASTERS HOUSE, LIVERPOOL ROAD

Location

Statutory Address:

FORMER LIVERPOOL ROAD RAILWAY STATION, LIVERPOOL ROAD

Statutory Address:

STATION MASTERS HOUSE, LIVERPOOL ROAD

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

District: Manchester (Metropolitan Authority)

Parish: Non Civil Parish

National Grid Reference: SJ 82952 97867

Details

MANCHESTER

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

GV I

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

Listing NGR: SJ8295297867

7.2.3 1830 Warehouse

Official list entry

Heritage Category: Listed Building

Grade: I

List Entry Number: 1282991

Date first listed: 08-May-1973

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

Details

MANCHESTER

SJ8297 LIVERPOOL ROAD 698-1/18/208 (North side) 08/05/73 Old Warehouse to north of former Liverpool Road Railway Station

GV I

Railway warehouse. c.1830, together with Liverpool Road Railway Station (q.v.), by George Stephenson and his son Robert; altered. Red brick in Flemish bond, with sandstone dressings and slate roofs. Long slightly curved plan, convex to the railway line and concave to the rear. Three storeys but presenting only 2 storeys to the raised level of the track, 10 individually gabled bays arranged in pairs, with slotted pilasters between each pair and at both ends, a moulded stone cornice (carried round the whole), a small lunette on the cornice in the centre of each bay, and stone gable copings linked by short flats. In each pair of bays (except the 5th pair, at the right-hand end), one bay has a segmental-headed wagon archway with stone surround, 3 small segmental-headed barred windows above the archway with linked sills and wedge lintels (except the 4th bay where the wagon entrance has been raised so as to leave only the heads of the windows) and one 2-stage loading slot to left or right, and the other bay has 2 loading slots. The last pair of bays both have the wagon-archway form. The 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

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1200805

Date first listed: 06-Jun-1994

List Entry Name: COLONNADED RAILWAY VIADUCT AT FORMER LIVERPOOL ROAD GOODS DEPOT

Statutory Address 1: COLONNADED RAILWAY VIADUCT AT FORMER LIVERPOOL ROAD GOODS DEPOT, LIVERPOOL ROAD

Location

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

National Grid Reference: SJ 83013 97907

Details

MANCHESTER

SJ 8397 NW, LIVERPOOL ROAD, 698-1/30/212, (North side)

Colonnaded railway viaduct at former Liverpool Road Goods Depot

GV II

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.

Listing NGR: SJ8301397907

7.2.5 New Warehouse

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1283016

Date first listed: 06-Jun-1994

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

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

Location

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

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

District: Manchester (Metropolitan Authority)

Parish: Non Civil Parish

National Grid Reference: SJ 83172 97868

Details

MANCHESTER

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

GV II

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

Listing NGR: SJ8317297868

7.2.6 Power Hall

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1291458

Date first listed: 06-Jun-1994

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

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

Location

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

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

District: Manchester (Metropolitan Authority)

Parish: Non Civil Parish

National Grid Reference: SJ 83155 97820

Details

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

SJ8397NW 698-1/30/218

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

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

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

Listing NGR: SJ8315597820

Buttress

Architects | Masterplanners | Heritage Consultants