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12 October 2023

FAO Jack Naven, Paul Mason
Planning
Manchester City Council
Town Hall
Manchester
M60 2LA

Dear Jack, Paul,

Science and Industry Museum, Liverpool Road, Manchester, M3 4JP
Application for Planning and Listed Building Consent for repairs to the Viaduct and 1830s Warehouse (PP-12374599)

Please find enclosed an application for Planning and Listed Building Consent at the Science and Industry Museum in relation to waterproofing and repair works to the viaduct and at the juncture with the 1830s warehouse building. The viaduct is located between the 1830s Warehouse and Station building. The description of development is:

"Planning and listed building consent for phased refurbishment and waterproofing works at the Viaduct and 1830s Warehouse, Science and Industry Museum where Phase 1 works shall include temporary removal of the hard landscaping, tracks and ballast, installation of the new waterproofing solution across the viaduct, installation of new lead flashing at the juncture of the viaduct and 1830s warehouse, and other associated works, and Phase 2 works which shall include the reinstatement of the hard landscaping, ballast and tracks following completion of the waterproofing works to the Viaduct".

The Applicant is the Science and Industry Museum.

1 Background

In December 2020, £4.3 million of funding from the Government's Public Sector Decarbonisation Scheme was awarded to the Power Hall and the wider Science and Industry Museum (SIM) site to substantially improve energy efficiency and lower carbon emissions across this globally significant site. This grant will

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ensure the museum's environmental sustainability and support Greater Manchester's goal to become carbon neutral by 2038 – 12 years ahead of the national target.

Proposals forming this application are part of a wider programme of refurbishment works across the Science and Industry Museum including works to the external fabric of the New Warehouse, the Special Exhibitions Gallery, and the Viaduct between the Station building and the 1830s Warehouse. This application specifically relates to waterproofing, and repair works to the viaduct and associated junctures with its adjoining buildings. The works shall protect and enhance an important structure on the significant Science and Industry Museum site.

The proposed repair works have been developed in response to a series of reports undertaken at the Viaduct, to study the water ingress issues and to establish whether the interior spaces could be used by the Museum. However, due to the water ingress issues, these uses were located elsewhere across the Museum Estate.

The current issues at the Site can be attributed to the following issues:

- Poor original detailing;
- Poor sequencing of works;
- Poor retrospective / temporary repairs;
- Vegetation / silt and detritus;
- Leaking / defective rainwater, drainage goods;
- Access limitations, areas in accessible;
- Failing, aging materials, finishes and flashings, beyond service life; and
- General fabric repairs.

All inspections have been undertaken from ground level, floor levels and / or other accessible vantage points. Please refer to the Design and Access Statement prepared by Buttress Architects for further information.

A water ingress location plan has been submitted alongside this application and within the Design and Access Statement prepared by Buttress Architects, which sets out the areas observed internally where there are high moisture levels and there is evidence of ongoing water ingress. Arches 6, 10 and 11 have been identified as having 'severe' water ingress issues at present, with all arches showing signs of damp to some degree.

2 Site Context

The Science and Industry Museum is located to the northwest of central Manchester, to the east of the River Irwell and is within the Castlefield Conservation Area.

The viaduct is situated to the west of the Site, between the 1830s Warehouse, the Liverpool Road 1830's Station Building and Station Masters House. All of which were constructed in 1830. It is not separately listed, however it sits within the curtilage of two Grade I Listed buildings and in the setting of the Grade II listed Powerhall and New Warehouse. It is also located in the Castlefield Conservation Area.

The below plan identifies where the viaduct is located within the Science Museum estate.

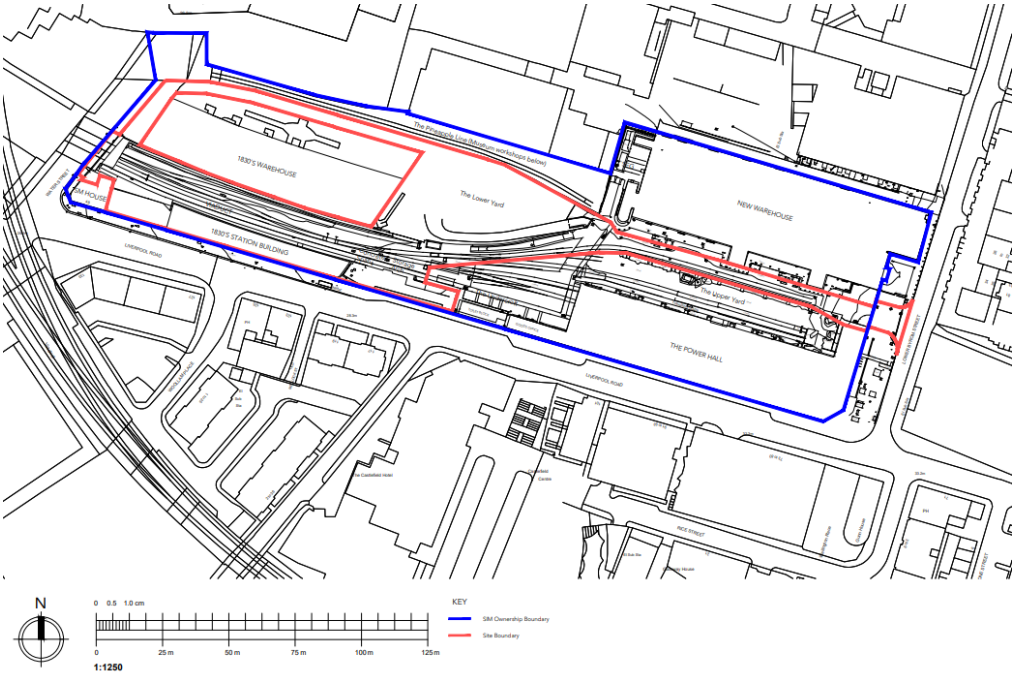


Figure 1: Site Plan of Science Museum Estate

The buildings have been through various alteration and restoration works. The 1830s warehouse was converted to a museum space in the late Twentieth Century.

The Grade I listed Station Building is split into two areas, the Passenger Station and Carriers Offices, Carriage Shed and Shops. Construction began on the Passenger Station in 1830. In 1982, the former passenger station was restored for museum use as gallery space. Extensive and invasive works were undertaken across the former carriers' offices and shop extension between 1986 and 1987, where it was dismantled, taken down to the foundations and rebuilt to its original external configuration.

If the current water ingress issues are left unresolved across the viaduct, the adjacent Grade I listed assets' building fabric will decay.

3 Significance of the 1830s Warehouse and 1830s Viaduct (as curtilage)

The 1830s Warehouse is a component of part of the oldest passenger/goods railway in the world. The Liverpool Road Site as a whole is of national and global significance as it is the first of its kind and a model for others that followed. Historically, the whole site, including the 1830s Warehouse, is of the highest value, for its broader associations with railway pioneers and for its wider global influence on the development of railway transport. The associated communal value, both at the time of their development and today, as an educational and historical resource, is of the highest order. Liverpool Road remains the

most complete surviving early railway station complex in the world and the historic buildings make a unique and highly positive contribution to the Castlefield Conservation Area and the wider city.

The 1830s Warehouse and Viaduct (as curtilage of the Warehouse) have international significance as part of the first and best surviving passenger railway in the world. The Site is an example of Victorian railway design and engineering, the Warehouse - as well as the surrounding associated buildings - hold exceptional group value and make a positive contribution to the wider area and the Castlefield Conservation Area. The Site holds significant communal value relating to both its former use and as its current use as part of the wider Museum site. As such, the overall heritage significance of the 1830s Warehouse and Viaduct is exceptional.

The viaduct is located in the curtilage of both the 1830s Warehouse and the Station building.

For further details see the Heritage Statement prepared by Buttress Architects.

4 Pre-application Engagement

Manchester City Council have been engaged throughout the pre-application process having attended four meetings on site on 08 March 2023; 23 May 2023; 15 June 2023; and 03 July 2023. Both Planning and Conservation Officers were present at all meetings. During these meetings, the need for the proposed works was established with regard to restoration and waterproofing works, as well as outlining the proposed approach to such works. Discussion was also focused on how the listed fabric of the adjacent Station Building and 1830s Warehouse would be protected during works.

During initial meetings, proposals were outlined to the council giving an opportunity for MCC to highlight any queries and feedback. The subsequent meetings were utilised to present updated proposals that incorporated feedback received from the Council. Council feedback is robustly reflected within the proposals as set out within the accompanying Design and Access Statement.

Historic England were also engaged during the development of this application. An email was issued on the 26 July 23 where proposals were outlined alongside an invitation to discuss proposals in more detail at a dedicated meeting. Historic England confirmed on 26 July 23 that a site visit to discuss proposals would not be required.

5 Proposals

The description of development for the planning permission is:

“Planning and listed building consent for phased refurbishment and waterproofing works at the Viaduct and 1830s Warehouse, Science and Industry Museum where Phase 1 works shall include temporary removal of the hard landscaping, tracks and ballast, installation of the new waterproofing solution across the viaduct, installation of new lead flashing at the juncture of the viaduct and 1830s warehouse, and other associated works, and Phase 2 works which shall include

the reinstatement of the hard landscaping, ballast and tracks following completion of the waterproofing works to the Viaduct".

The proposed works which form this application are summarised below and are fully detailed in the accompanying Design and Access Statement prepared by Buttress Architects, as well as the architectural drawings submitted with this application.

5.1 Exposure of Concrete Slab

All of the concrete slabs, concrete drainage troughs / channels and features are proposed to be fully exposed, allowing for thorough review and appraisal by the structural and civil engineers, contractors and sub-contractors.

The proposed development comprises of the temporary removal of railway tracks, ballast, as well as all external hard landscaping finishes and features to expose the concrete slab and drainage channels below, whilst working within a confined site between listed assets.

The exposure of the concrete surfaces will allow these to be suitably repaired and prepared in advance of a waterproofing system being installed.

The proposed removal of the concrete slab is show in further detail within section 8 of the accompanying Design and Access Statement prepared by Buttress Architects.

5.2 Waterproofing

Following the proposed removal of the concrete slab, the waterproofing system will then be applied and installed.

The specific waterproofing system that will be implemented is dependent on the condition of the concrete slab, once exposed, and will be undertaken by a specialist waterproofing contractor. As such, the proposed systems will be based on these findings, however it is likely that a hybrid approach to the waterproofing system will be implemented, with the use of a mix of spray membrane layers. The waterproofing system will be further protected by a geotextile membrane which will incorporate a drainage layer, providing a clear zone from the ballast and waterproofed surfaces.

Further details of the implementation of the waterproofing system are set out within the Design and Access Statement prepared by Buttress Architects and submitted alongside this application.

In summary, the proposed opening up and waterproofing works described above, are required at the site due to the failure of the waterproofing systems introduced in the mid-1980s. These systems are beyond retrospective repair and extensive repair is now required to protect the historical fabric of the heritage assets affected.

5.3 Reinstatement of Hard landscaping

Phase 2 of the proposed works is the reinstatement of the hard landscaping following completion of the waterproofing and repair works to the slab and junctures of the 1830s Warehouse.

6 Detailed Specifications and Methodologies

A detailed Restoration Specification has been submitted for the works to be carried out as part of this application have been prepared by Buttress Architects. These provide a comprehensive overview of how the works will be carried out, as well as how historic fabric will be protected prior to works beginning and throughout the works taking place.

A Schedule of Works has been prepared by Buttress Architects, which sets out the 'work items' set to be undertaken as part of the project and is to be read in conjunction with the Preliminaries and Specification prepared by Buttress Architects.

7 Application Phasing

The application is for a phased proposal and the description of development reflects this approach. The first phase shall comprise the removal of the existing hard landscaping (ballast and track), installation of waterproofing membrane and carrying out of necessary repairs. The second phase shall comprise the reinstatement of the hard landscaping on completion of the works.

8 Impact on the Listed Building, Conservation Area and Setting of Surrounding Listed Buildings

The accompanying Heritage Impact Assessment prepared by Buttress Architects assesses the works in terms of impact on the heritage assets, including the adjoining Grade I listed buildings of which the viaduct forms part of the curtilage, and concludes that the proposals would result in a significant enhancement to the status and condition of the viaduct and the 1830s Warehouse, and will serve as essential upgrades and fabric repairs in order to future-proof the assets.

9 Accordance with Planning Policy

9.1 Heritage

The key material planning consideration for this application is the impact on the surrounding designated heritage assets, the Station Building and 1830s Warehouse, and therefore adherence to planning policy regarding the historic environment.

Paragraph 190 of the NPPF (2021) states that *"in determining applications, local planning authorities should take account of:*

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*

- *the desirability of new development making a positive contribution to local character and distinctiveness."*

Paragraphs 201-203 place great weight on the conservation of designated heritage assets, emphasising the need to avoid "substantial harm" in terms of demolition, significant alteration, or compromise the setting unless that harm is clearly justified (via four specific tests) or there are substantial public benefits that outweigh that harm. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits.

Saved UDP Policy DC18.1 states that the Council give particularly careful consideration to development within Conservation Areas and will seek to preserve and enhance the character of these designated areas, while saved UDP Policy DC19.1 states that applications for listed building consent involving or having an impact on buildings of Special Architectural or Historic Interest will have regard to securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting.

9.2 Applicant Response

The proposals have been carefully developed to respond appropriately and sensitively to the significance of the Grade I listed assets, the curtilage listed viaduct, the character of the conservation area, and setting of neighbouring listed buildings. The proposals will have no visible impact, and therefore the key consideration is in relation to the impact on listed built fabric. The Heritage Statement concludes that the proposals will result in a significant enhancement to the condition of the viaduct and 1830s Warehouse. These proposed works are considered necessary to preserve and enhance the assets for the benefit and enjoyment of future generations. The works proposed to facilitate the optimum future use and conservation of the building will, overall, result in the significance of the building being preserved.

It is set out within the Heritage Statement that the works will result in no harm to the significance of the assets.

The proposals are therefore in accordance with Policy CC9 Design and Heritage of the Manchester Core Strategy (2012) as well saved UDP Policies DC18.1 and DC19.1.

10 Application Documents

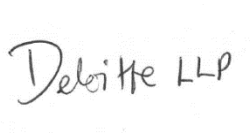
The following information is provided in support of this application:

- Application form and Ownership Certificates, prepared by Deloitte (Dated October 2023)
- Application Site Boundary and Site Location Plan, prepared by Buttress Architects (Dated March 2023)
- Covering Letter, prepared by Deloitte (Dated October 2023)
- Design and Access Statement, prepared by Buttress Architects (Dated September 2023)

- Heritage Impact Assessment, prepared by Buttress Architects (Dated October 2023)
- Schedule of Works, prepared by Buttress Architects (Dated 1st September 2023)
- Ecology Statement, prepared by Rachel Hacking Ecology (Dated 10th September 2023)
- Structural Repair Report, prepared by Buro Happold (Dated 6th September 2023)
- Restoration Specification, prepared by Buttress Architects (Dated 1st September 2023)

The Planning Portal Reference is: PP-12374599 and the requested planning application fee has been paid online. We look forward to receiving your confirmation that the application has been formally registered. In the meantime, if you have any queries or require any further information, please do not hesitate to contact me or my colleague, Ellie Bird (+44 20 7007 3891 / efbird@deloitte.co.uk).

Yours sincerely



Deloitte LLP