

# Heritage Statement

Science and Industry Museum  
New Warehouse

Client: Trustees of the Science Museum  
Date: July 2023  
Revision: B



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Image 1: Photograph of exterior of the New Warehouse, with entrance and cafe additions.

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# Introduction

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## 1.0 INTRODUCTION

This Heritage Statement has been written to accompany a Listed Building Consent Application for alterations to the Science and Industry Museum, Manchester.

Atelier MB Architects have been commissioned to undertake designs for the upgrading to fire protection across the Science and Industry Museum site. Submission is under three separate (though related) applications, each for one of the main listed buildings on the site, namely the 1830s Warehouse, the Station Building and the New Warehouse. This Heritage Statement was produced by Atelier Heritage in April 2023. Its author is Laura Jessup, MA History of and Theory of Architecture, PGCert. Conservation of the Historic Environment.

This report relates to proposed changes to the New Warehouse.

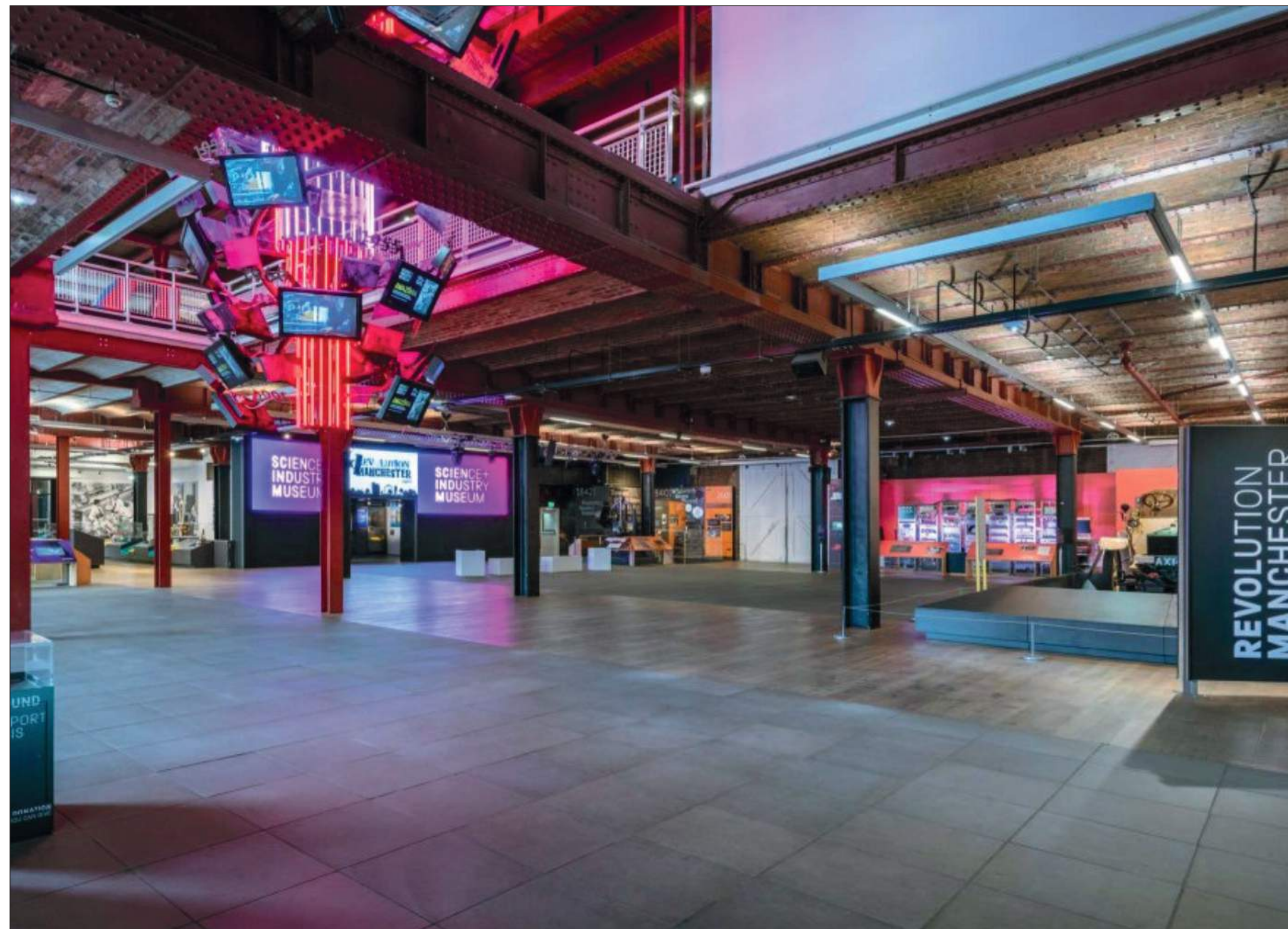


Image 2: Interior of New Warehouse, gallery space to ground floor.



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## Site Location

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## 2.0 LOCATION and DESCRIPTION

The New Warehouse is the main block of the museum, currently housing the entrance, the shop, café, exhibition spaces and meeting areas. It sits to the North-East of the museum site, and its side elevation faces Lower Byrom Street, off which the main visitor access is positioned.

The New Warehouse is a Grade II listed building and dates from 1880. An extract from the Historic England Grade II listing is included here.

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

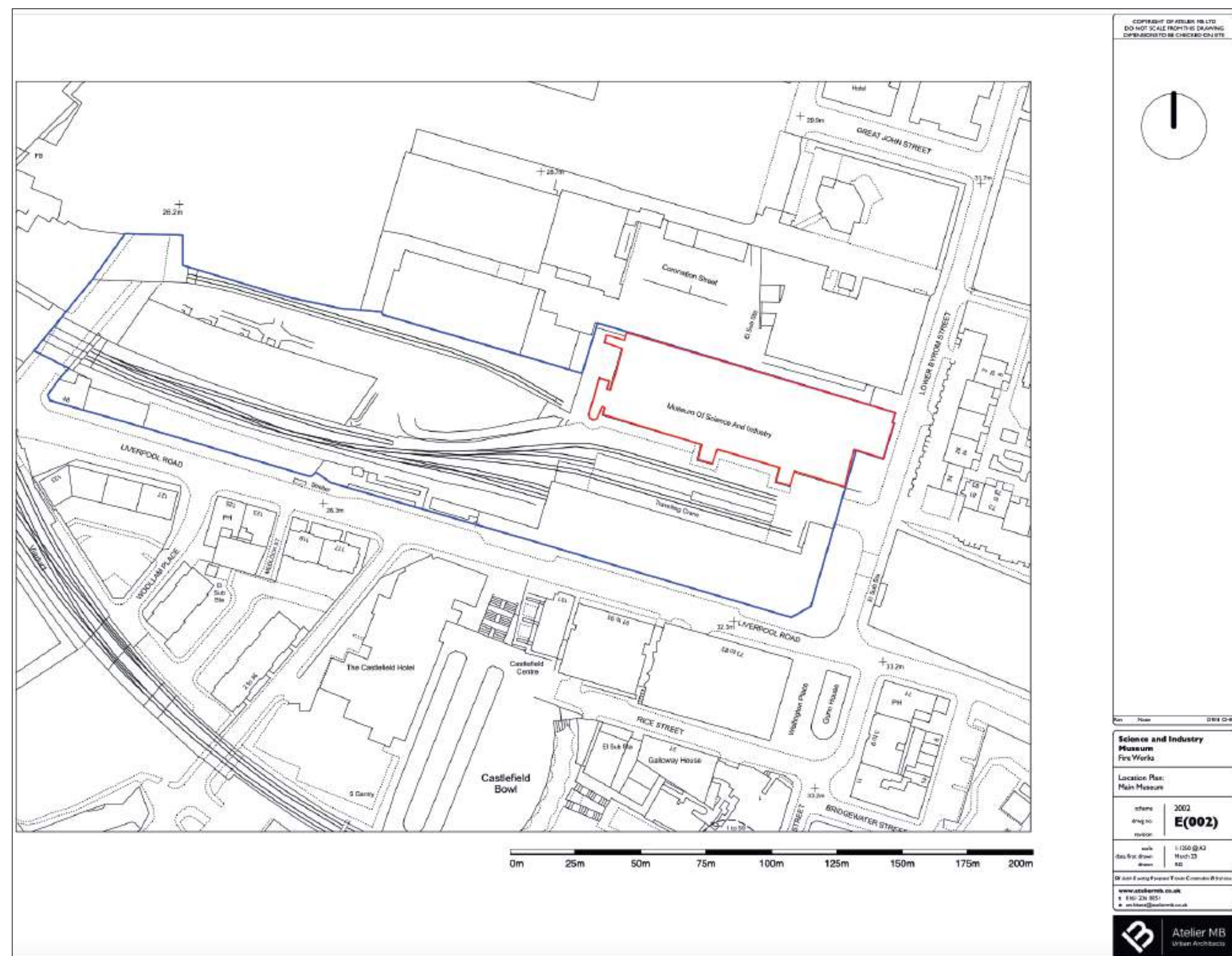


Image 3: Showing site location with New Warehouse outlined in red.



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# History

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### 3.0 HISTORY

A detailed and comprehensive history of the site is contained with the Conservation Management Plan, Kathryn Sather & Associates, 2007. An overview of key information is provided here.

Liverpool Road Station was the Manchester terminus of the Liverpool and Manchester Railway, the world's first steam powered, inter-urban rail line designed to transport both passengers and goods. Just over a decade after its opening in 1830, passenger trains moved to Victoria and the site operated as a freight only service until, in 1975, the station finally shut, and the site was sold to Manchester City Council. Following a series of alterations, the station was re-purposed to house the Greater Manchester Museum of Science and Industry in 1983. Joining the Science Museum Group in 2012, it is now known as the Science and Industry Museum.

#### Site

By the 1770s, the Bridgewater Canal ran from Castlefield to the Mersey estuary, establishing the area as a focus for the transport of goods. This was further bolstered by the linking of the Rochdale Canal at Castlefield Basin in the early years of the 19th century, resulting in increased goods traffic, associated warehousing and complementary industries. As early as the 1790s, plans for a railway between Liverpool and Manchester were being made and, after various challenges, construction began in 1826 with final resolution of the siting of the Manchester station in 1829. The Water Street Bridge preceded the construction of the Station Building, which for the first time ever was to offer a passenger and goods service, and the associated warehousing. The contract for the necessary warehouse building, with capacity to store 10,000 bales of cotton, was awarded to David Bellhouse Jr. whose father owned a large and successful iron foundry and a timber business.



Images 4, 5, 6, showing exterior of New Warehouse, prior to renovation, 1980s.

From 1844 Liverpool Road purely dealt with goods traffic, the passenger trains running out of the newly opened Hunt's Bank Station (now Victoria).

## Building

The 'New Warehouse' was built in 1880, following the purchase by the Railway Company of land bounded by Grape Street and Lower Byron Street. It was specifically built for use by the Great Western Railway and housed both the goods and livestock which were transported on the railway. It was four storeys, with the surrounding levels meaning the track side had a basement, but the yard and Water Street sides did not. Two railway tracks ran into the western end of the building, with loading platforms. The four-storey construction was, unlike the earlier warehouses, designed to be fireproof, with the use of cast iron columns with wrought iron beams internally. The station and its buildings handled huge amounts of goods throughout the late 1800s and into the first quarter of the twentieth century with traffic as diverse as cotton, grain, timber and meat.

The decline of the railways for goods transportation, political and policy decisions and new developments in road and shipping all contributed to the steady neglect of the site from the years after World War I and, following decades of lack of investment, Liverpool Road was closed by British Rail in 1975.

Following negotiations, and with pressure from the Liverpool Road Station Society, part of the site including the Station Building and 1830s Warehouse was sold to Greater Manchester Council in 1978 for £1, with formal transfer of ownership in 1982. The New Warehouse was bought by GMC in 1982 to house the new Greater Manchester Museum of Science and Industry, which opened in 1983 and was originally limited to the Power Hall and Passenger Station. Shortly after, the ground and basement floors of the New Warehouse were brought back into use as exhibition and storage space respectively. The upper floors were later partially renovated and converted to museum use by BDP (late 1980s), with

alterations including insertion of a ramp and lift, fire escape stairs, restaurant, education and conference spaces, and a new main entrance to Lower Byrom Street. The library and records areas were added in the basement in 1990 and in 1992 the shop was extended with a new frontage and additional basement storage created. In 1995 funding allowed further works and Ian Simpson Associates designed the changing exhibition gallery with a partial new floor inserted. Between 1996 and 2000, the remainder of the first and second floors of the New Warehouse were converted, a new glass lift and stair tower added, the shop further extended, first floor partitioned and top floor restaurant formed, alongside a new interactive zone and meeting rooms. The basement record and library areas were altered with storage capacity increased. Work on the New Warehouse was undertaken again in 2009-10, incorporating a Learning Centre, Conference Centre, new shop facilities and new main entrance.

The New Warehouse is due to undergo a series of urgent repairs and improvements over the next two years, including to the roof, gutters, windows, and masonry.



Image 7 (above): Showing example interior of New Warehouse on upper floor, refurbished and currently used as venue space.



Image 8 (left): Photograph showing interior area of lower floor of New Warehouse, prior to refurbishment of museum, 1980s.



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# Significance

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## 4.0 SIGNIFICANCE

The New Warehouse is a component part of the oldest purpose-built passenger/goods railway in the world. The Liverpool Road site as a whole is of national and global significance as the first of its kind and the model for others that followed. Historically, the whole site, including the New 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 site demonstrates the connections between railways and industry, which developed over the nineteenth century, and which made a substantial impact on the development of Manchester and the wider UK economy.

The New Warehouse is a significant component part of the station complex and is a good example of the evolving design of railway warehousing. Its importance is reflected by its Grade II listed status.

Architecturally and aesthetically, the New Warehouse embraced fire-proofing technology and represents a distinct shift from the early warehousing form (for example, at the 1830s warehouse). The engineering and form displayed in the Liverpool Road buildings went on to influence railway development around the globe.



Images 9,10, 11, 12, showing interiors of New Warehouse: Ground floor exhibitions, Modern addition access tower with lift and stairs, upper floor exhibition space.

The original structure of the New Warehouse building has a high heritage significance. Numerous alterations have been made to the building, particularly in order to serve its museum function. These changes are, for the most part, neutral in their impact, though they have negligible heritage value in themselves. Evidential values remain high despite the numerous adaptations and alterations to facilitate museum use.

The New Warehouse is an imposing structure in this part of Castlefield. It is a well-recognised landmark and makes an important contribution to the street scape and wider Castlefield Conservation Area. It has high significance architecturally, aesthetically, and evidentially. In recent decades, the New Warehouse has formed the main visitor building for the Science and Industry Museum, a well visited attraction for local people and tourists to the city. This has given the New Warehouse an increased communal value and the building is a local landmark.

## Conservation Area

The MCC Conservation Area Appraisal recognises the site as ‘a pioneering and speculative venture’ and states that the Science and Industry Museum buildings are ‘exhibits in themselves and provide an ideal setting for the smaller items within.’

The Castlefield Conservation Area was designated in 1979, its multi-layered environment of rail bridges, roads and canal basins described in the MCC appraisal as ‘unique in the world’. Castlefield now attracts many tourists and visitors to its former industrial landscape. The Liverpool Road site, and the 1830s Warehouse as part thereof, are hugely positive contributors to the Conservation Area, forming a crucial part of the character of this part of the city and notable for their great historical significance.

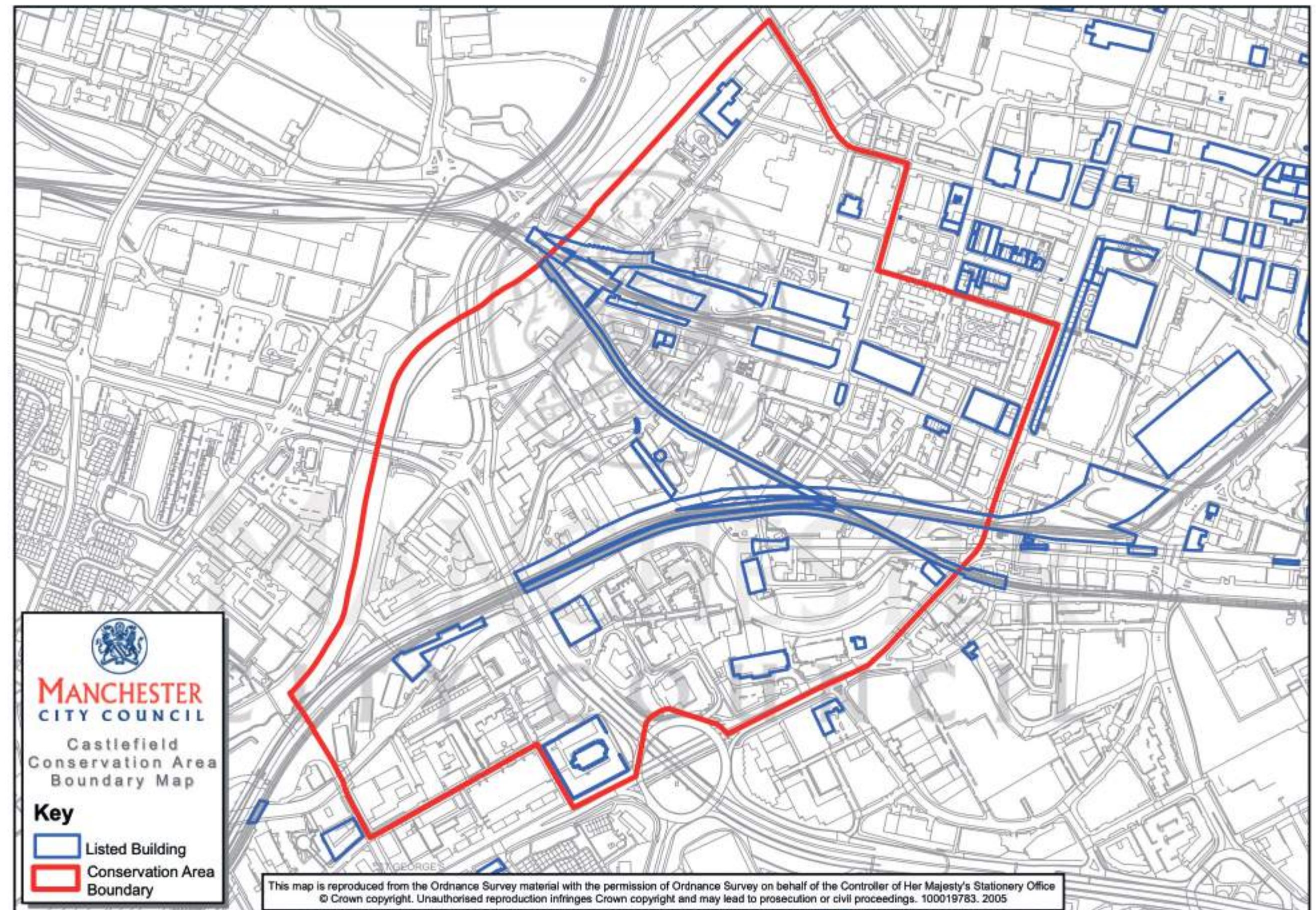


Image 13: Castlefield Conservation Area map, MCC.



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# Proposals and Impact

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Image 14: Plan showing lower ground floor, compartment locations.

## Ground Floor

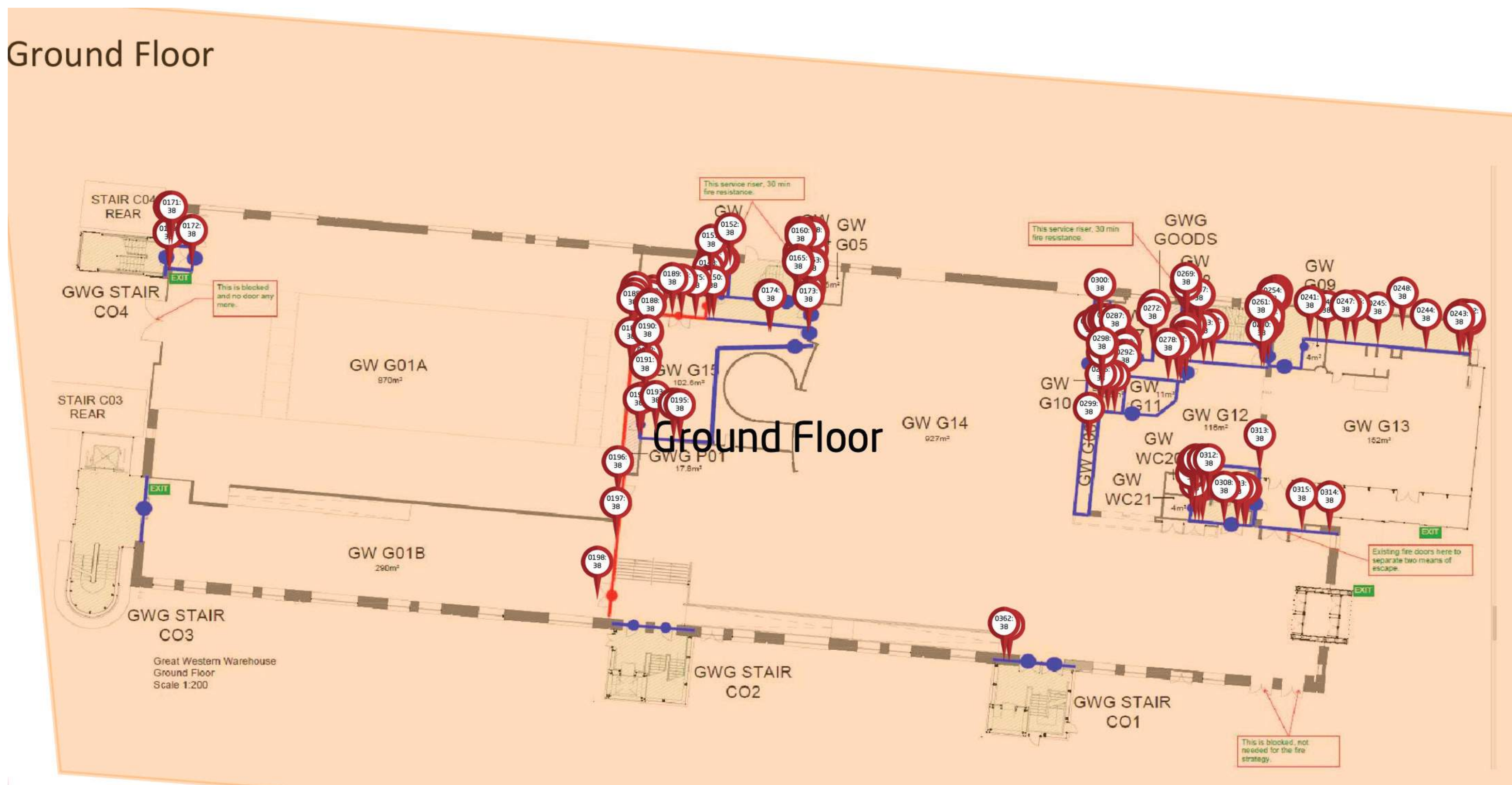


Image 15: Plan showing ground floor, compartment locations.

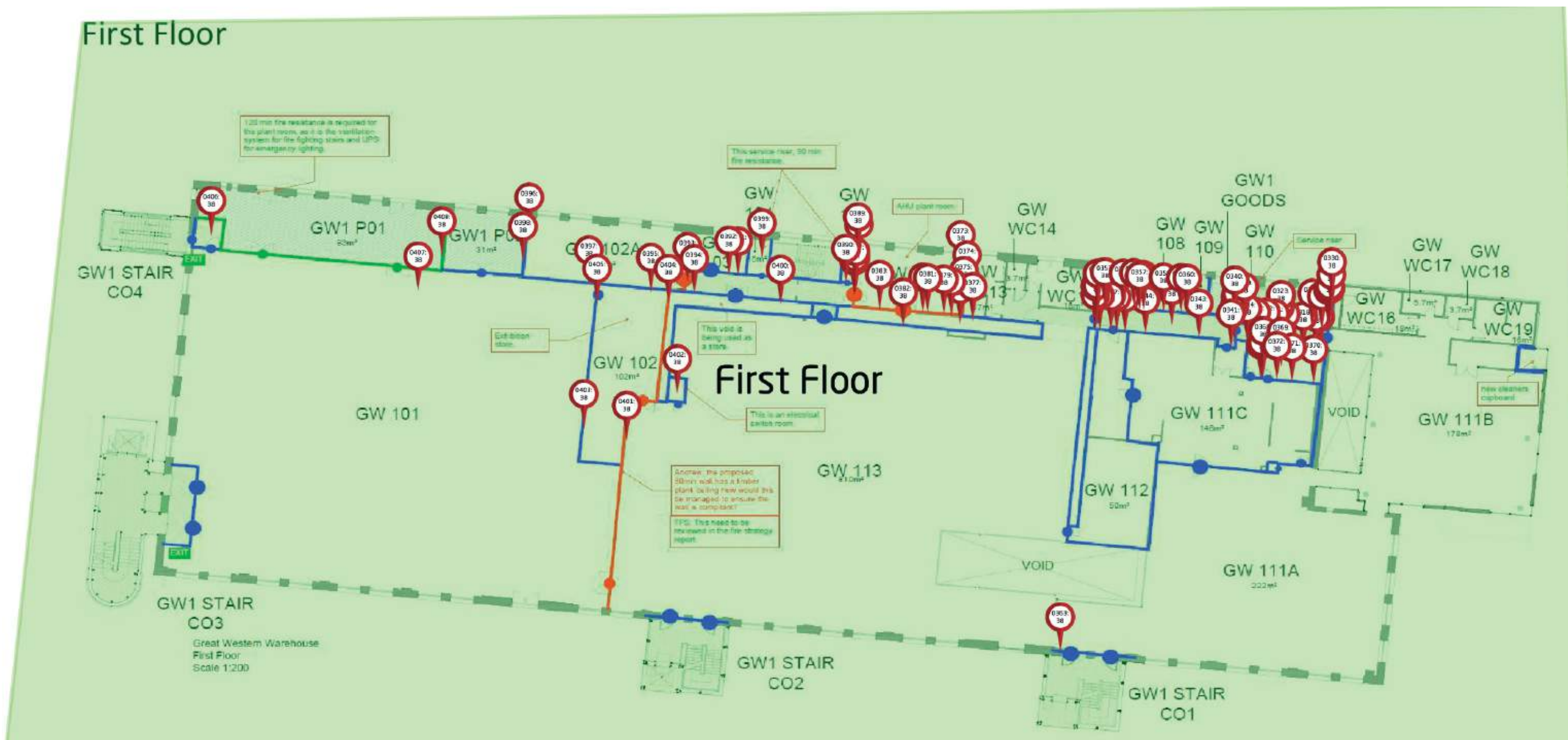


Image 16: Plan showing first floor, compartment locations.

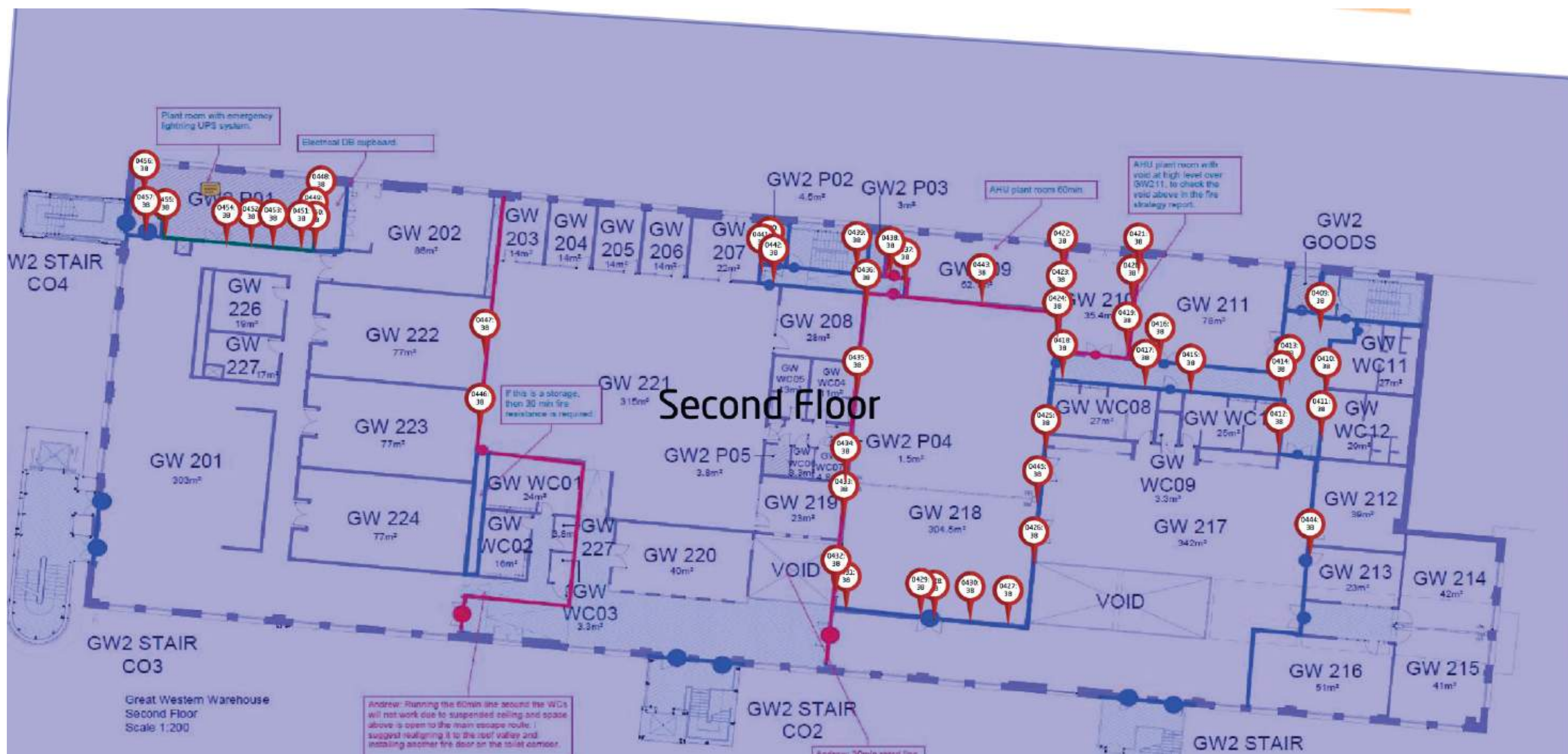


Image 17: Plan showing second floor, compartment locations.

## 5.0 PROPOSALS and IMPACT

Proposed changes are a direct response to a Fire Strategy Report and Action Log by 'The Fire Surgery' of May 2022 and a Fire Compartmentation and Door Survey and Reports by 'Neo', fire protection specialists. Alterations to doors and compartmentation are deemed to be necessary to reach required fire protection standards. Alterations are kept to minimum, and whilst all proposals are related to fire protection works only, many of the required changes offer the added benefit of correcting previous alterations which are not making a positive contribution to significance.

In essence, the proposal includes changes and additions to doors, and separation/compartmentation of spaces for fire safety purposes.

### Compartmentation

Professional assessments conclude that additional compartmentation measures are necessary to ensure fire ratings to all required areas. These changes are primarily designed to ensure compartmentalisation of spaces. There are a number of similar works which will repeat across the site. Given the large number of similar changes, those of the same type, with the same methodology have been grouped together. Those areas which require more bespoke solutions are assessed individually. All changes have been given PIN locations, which are referenced using the accompanying plans, and methodology references which are included within the accompanying architectural information forming part of this application.

In all instances where new bricks are required in areas of original brickwork, these will be hand made to match the existing. In all instances where new mortar is required, this will be lime-based and in a mix to be agreed. In areas of new plaster finish, this will be painted to match surrounding walls.



Image 18: PIN location 449:38



Image 19: PIN location 422:38

PIN Location: 0173:38 0174:38

Methodology: COMP\_MET\_506

Changes: Careful removal of existing mortar around cables, pipes and to face of masonry. Work to historic fabric to be carried out with hand tools such as plasterers' small tools, half hacksaw blades, pointing keys, and specially made steel hooks. Power tools will not be permitted. Installation of matching handmade replacement bricks to leave minimum opening necessary to feed cables and pipes. Intumescent sealant to be applied with insulation backing.

Impact: Minor enhancement of existing fabric. There will be no direct harm to significance through the implementation of these changes.

PIN Location: 0445:38 0449:38 0422:38

Methodology: COMP\_MET\_520

Changes: Second floor. Installation of ablative coated batt, to be sealed with intumescent seal to perimeter.

Impact: Enhanced protection of historical fabric. There will be no direct harm to significance and as a result of these changes risk of harm to historical fabric will be reduced.

PIN Location: 0114:38 0115:38 0125:38 038:38

Methodology: COMP\_MET\_532

Changes: Creation of 30-minute fire rated storage area using fire rated partition and ceiling, and new fire rated door. Breaking out of existing studs and installation of load bearing studs, all fabric to be made good. Intumescent sealant to be applied to perimeter.

Impact: Minimal fixings to existing walls and ceilings will have a negligible impact upon historical fabric. The creation of a 'pod' type storage area is considered to be the most suitable and least harmful solution to address the challenges of the multitude of existing pipe runs, around which it would be extremely difficult to fit a fireproof partition. As a result of these changes risk of harm to historical fabric will be reduced.

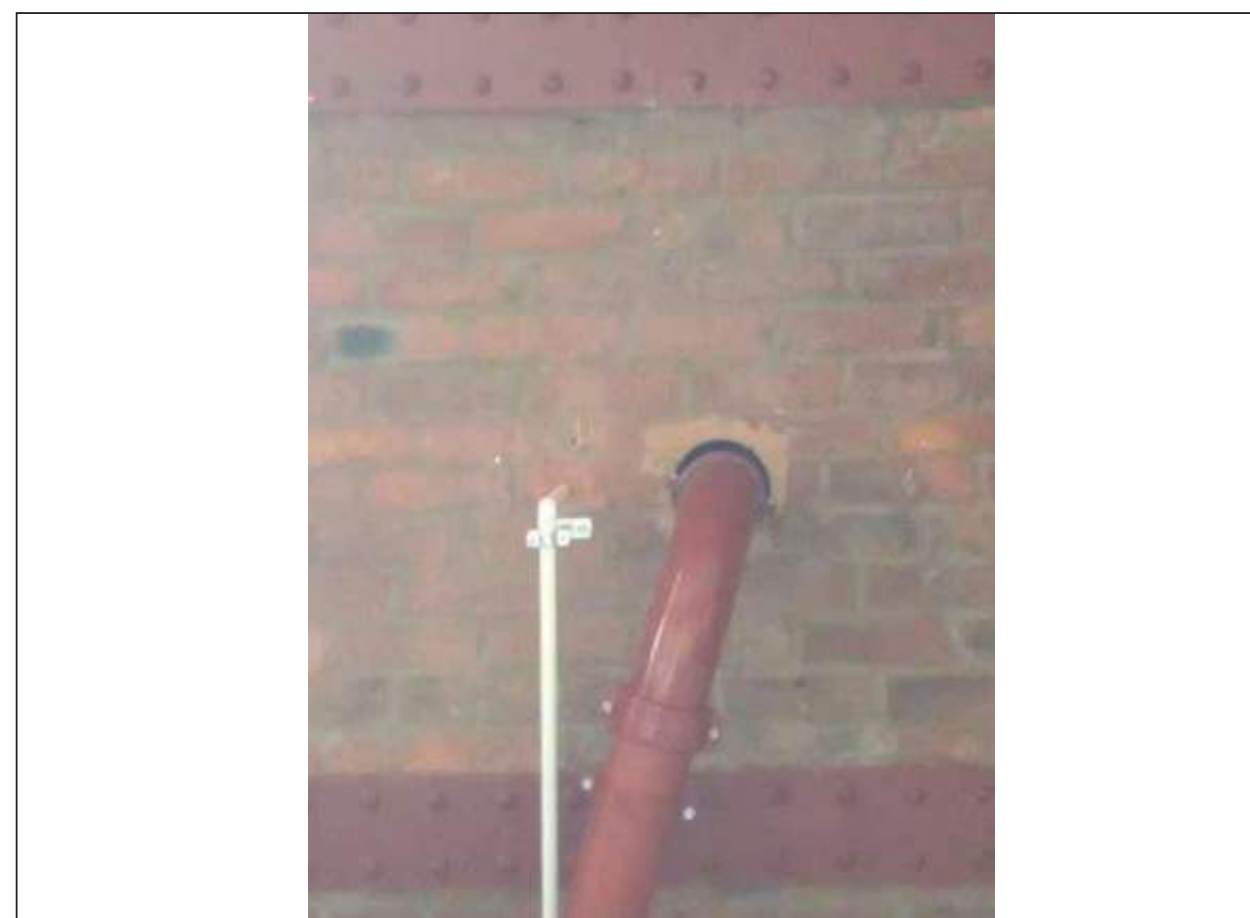


Image 20: PIN location 0174:38



Image 21: PIN location 0445:38

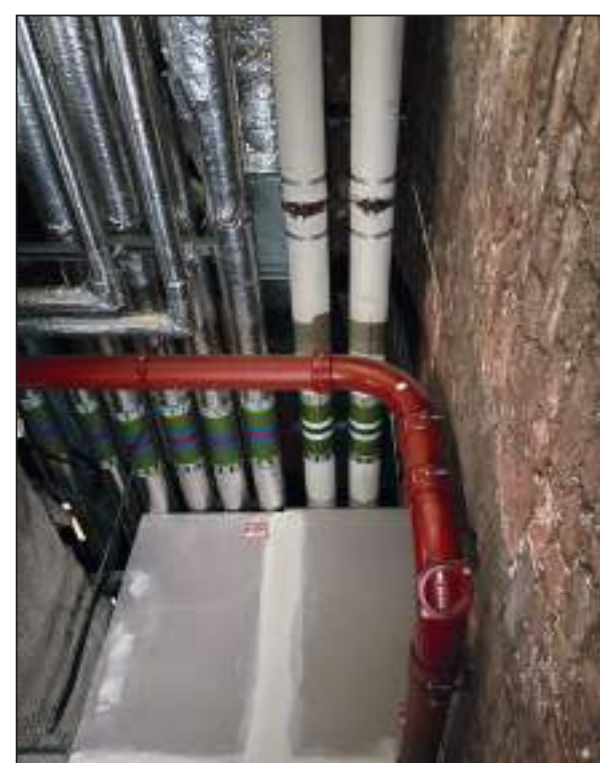


Image 22: PIN location 0114:38, showing multiple existing pipes.

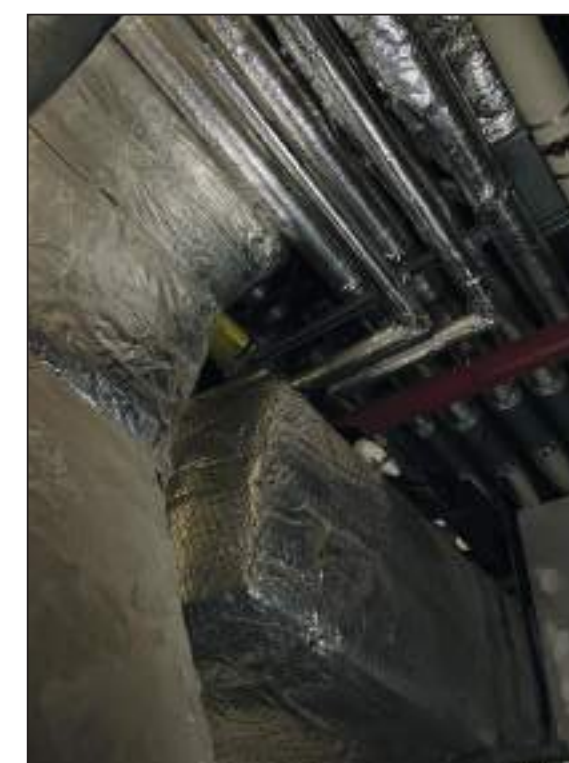


Image 23: PIN location 0125:38

PIN Location: 0019:38 0116:38  
 Methodology: COMP\_MET\_535  
 Changes: Temporary removal of cable trays and removal of plasterboard. Fitting of ablative batt with intumescent seal around holes and reinstating of cable trays.  
 Impact: Enhanced protection of historical fabric. As a result of these changes, risk of harm to historical fabric will be reduced.

PIN Location: 0117:38  
 Methodology: COMP\_MET\_534  
 Changes: Careful removal of existing mastic from bricks using hand tools or poultice. Addition of insulation or PE rod backing to both sides and intumescent sealant to be applied around penetrations.  
 Impact: Enhancement through removal of inappropriate material. As a result of these changes, risk of harm to historical fabric will be reduced.

PIN Location: 0182:38, 0222:38, 0315:38, 0336:38, 0342:38, 0080:38  
 Methodology: COMP\_MET\_536  
 Changes: Fire stopping to joints of iron beams and heads of walls by addition of packing and intumescent sealant.  
 Impact: Minimal. This is considered to be outweighed by the resulting reduction in risk of harm to historical fabric.

PIN Location: 0235:38  
 Methodology: COMP\_MET\_537  
 Changes: Fire-stopping around plastic conduit in ceiling. Rationalisation of cables to reduce overall size of hole required. Insertion of matching bricks (handmade) and lime-based mortar (mix to be agreed). Intumescent sealant to be applied around pipes.  
 Impact: Enhancement through the reinstatement of bricks. As a result of these changes, risk of harm to historical fabric will be reduced.

PIN Location: 0236:38  
 Methodology: COMP\_MET\_538  
 Changes: Horizontal fire-stopping in location of holes around lagged pipes. Lagging to be pulled back, brick work to be re-pointed using lime-based mortar (mix to be agreed). Ablative batt and intumescent seal to be applied to perimeter, along with fire tube to each side of non-combustible pipes.  
 Impact: Enhancement through restoration of pointing. As a result of these changes, risk of harm to historical fabric will be reduced.



Image 24: PIN location 0117:38

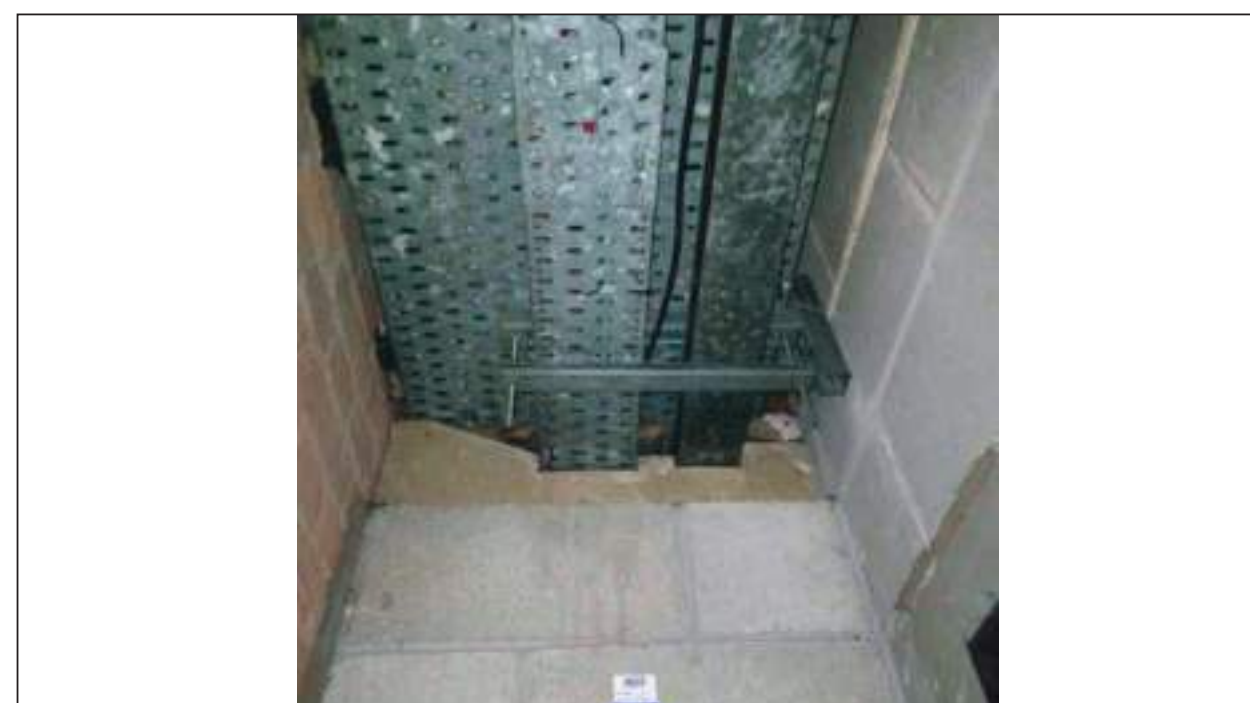


Image 26: PIN location 0019:38



Image 25: PIN location 0182:38 and 0235:38

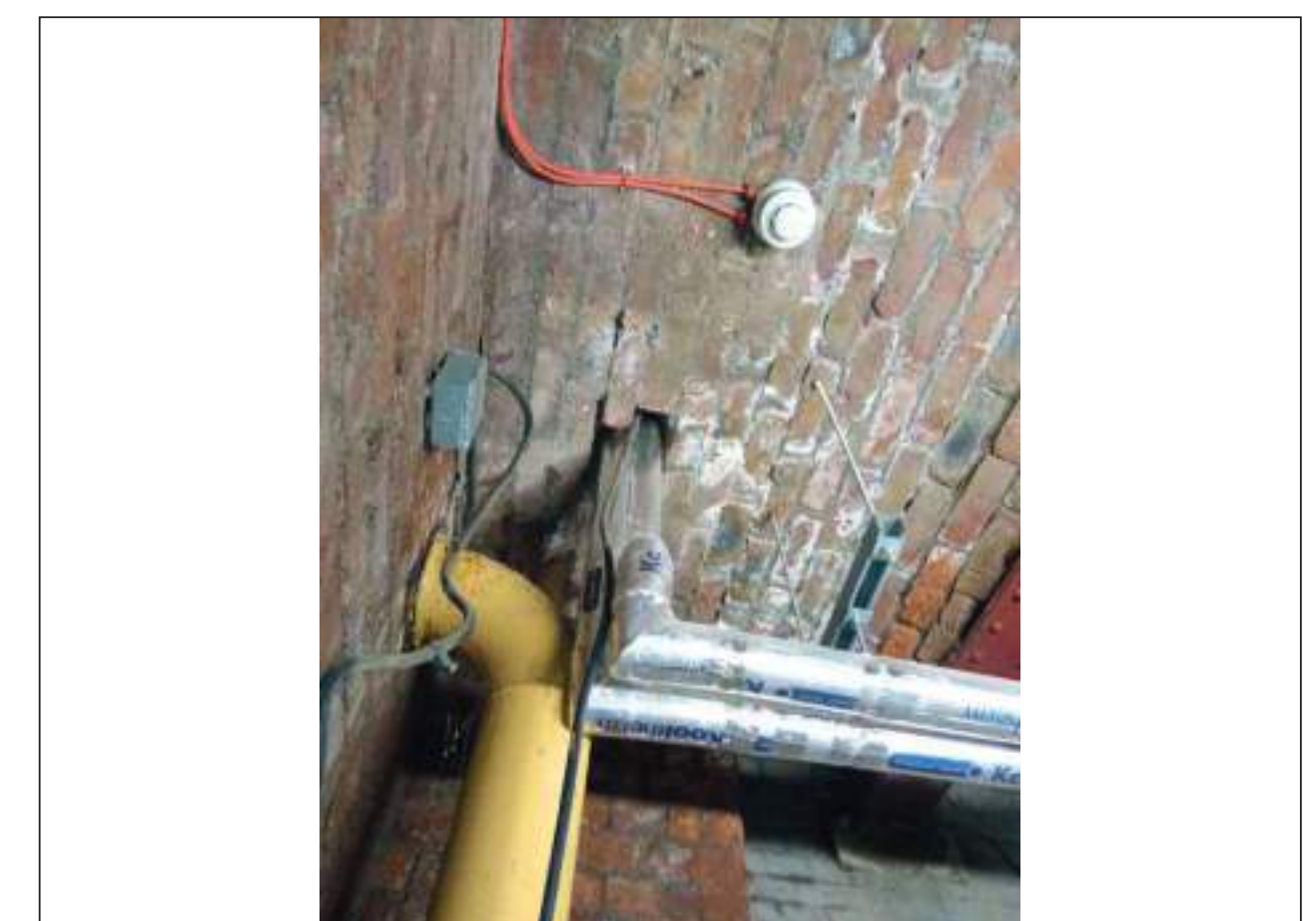


Image 27: PIN location 0236:38

PIN Location: 0327:38

Methodology: COMP\_MET\_539

Changes: Existing mortar to be carefully removed around cable/pipe and over face of masonry, using hand tools only. Work to historic fabric to be carried out with hand tools such as plasterers' small tools, half hacksaw blades, pointing keys, and specially made steel hooks. Power tools will not be permitted. New matching handmade bricks inserted, bedded and pointed with lime-based mortar (mix to be agreed), leaving smallest opening necessary to feed cable/pipes. Impact: Enhancement through reinstatement of brick. As a result of these changes, risk of harm to historical fabric will be reduced.



Image 28: PIN location 0327:38

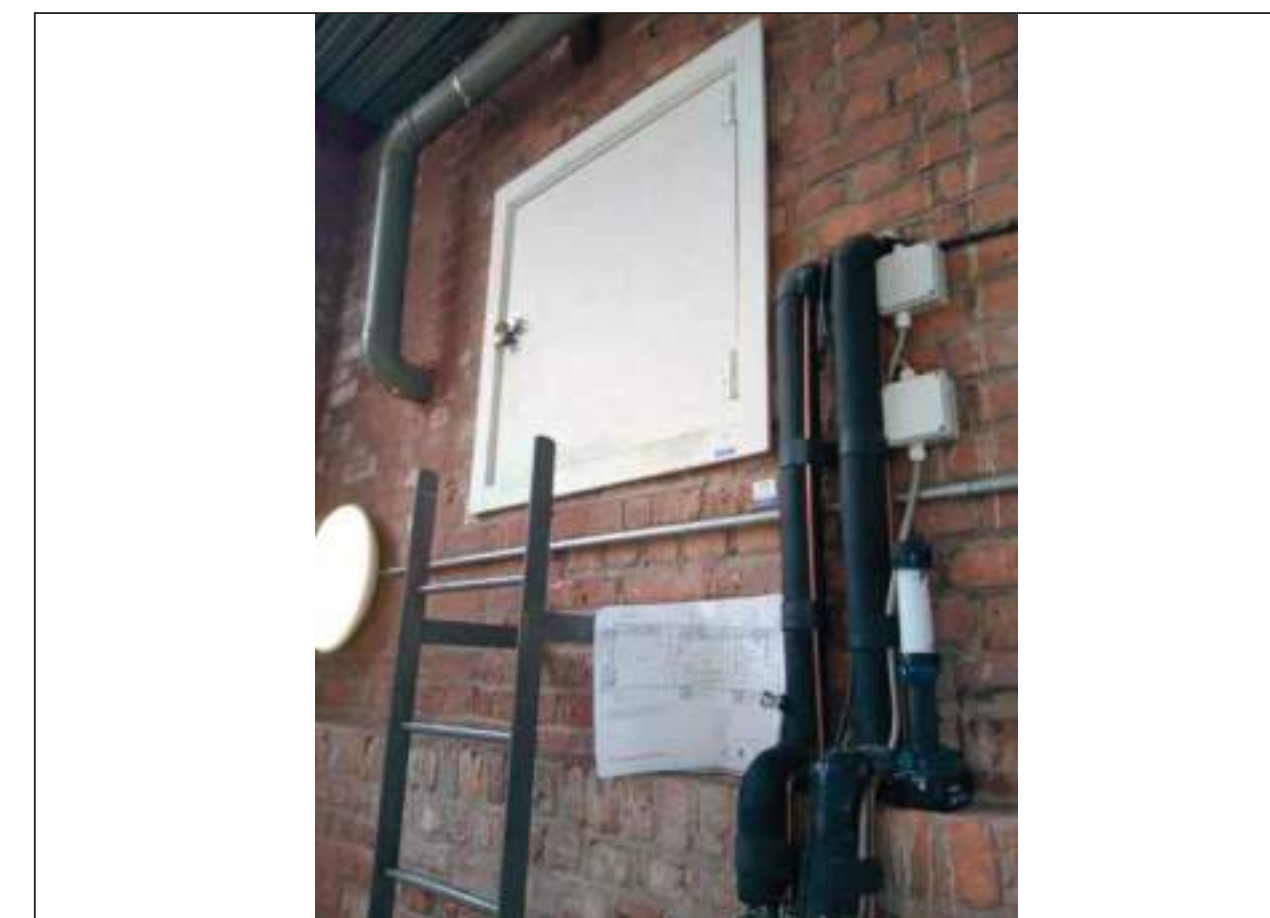


Image 29: PIN location 0329:38

PIN Location: 0329:38 0156:38 0185:38

Methodology: COMP\_MET\_540

Changes: Careful removal of existing access hatch, Loose brickwork to be re-bedded in mortar (mix to be agreed). New fire-rated access panel to be fitted (fixings in mortar joints). Intumescent sealant and insulation backing to be applied to perimeter.

Impact: Enhancement through brickwork repair. Replacement hatch is considered to have a neutral impact. As a result of these changes, risk of harm to historical fabric will be reduced.



Image 30: PIN location 0156:38



Image 31: PIN location 0364:38

PIN Location: 0364:38 0413:38 0447:38 0446:38

Methodology: COMP\_MET\_541

Changes: Fire stopping at joints with beams and heads of walls to be achieved with installation of intumescent sealant and backing where required.

Impact: Changes will have a minimal impact upon significance. As a result of these changes risk of harm to historical fabric will be reduced.

PIN Location: 0329:38

Methodology: COMP\_MET\_542

Changes: Fire stopping to beams and top of wall to be achieved by careful removal of access hatch, re-bedding of loose bricks in mortar (mix to be agreed). New access panel to be fitted with all fixings in mortar joints. Intumescent sealant with insulation or PE rod backing to be applied.

Impact: The replacement of the hatch will have a neutral impact and as a result of these changes risk of harm to historical fabric will be reduced.

PIN Location: 0410:38

Methodology: COMP\_MET\_544

Changes: Fire stopping around pipes, cable tray, trunking and timber beam to be achieved by installation of intumescent sealant with insulation or backing rod to gaps.

Impact: There is no direct impact upon significance as a result of these works and as a result of their implementation, risk of harm to historical fabric will be reduced.

PIN Location: 0189:38

Methodology: COMP\_MET\_545

Changes: Redundant pipes to be removed and brickwork (handmade to match surrounding) to be reinstated, bedded and pointed in lime-based mortar (mix to be agreed).

Impact: The removal of non-original pipes and replacement with matching bricks is an enhancement. As a result of these changes risk of harm to historical fabric will be reduced.

PIN Location: 0363:38

Methodology: COMP\_MET\_550

Changes: Cable casing to be carefully removed. Repair to stone lintel using stone to match existing and appropriate lime-based mortar (mix to be agreed). Backing material and intumescent seal to be applied around cable penetrations.

Impact: The repair of damaged fabric is an enhancement and as a result of these changes risk of harm to historical fabric will be reduced.

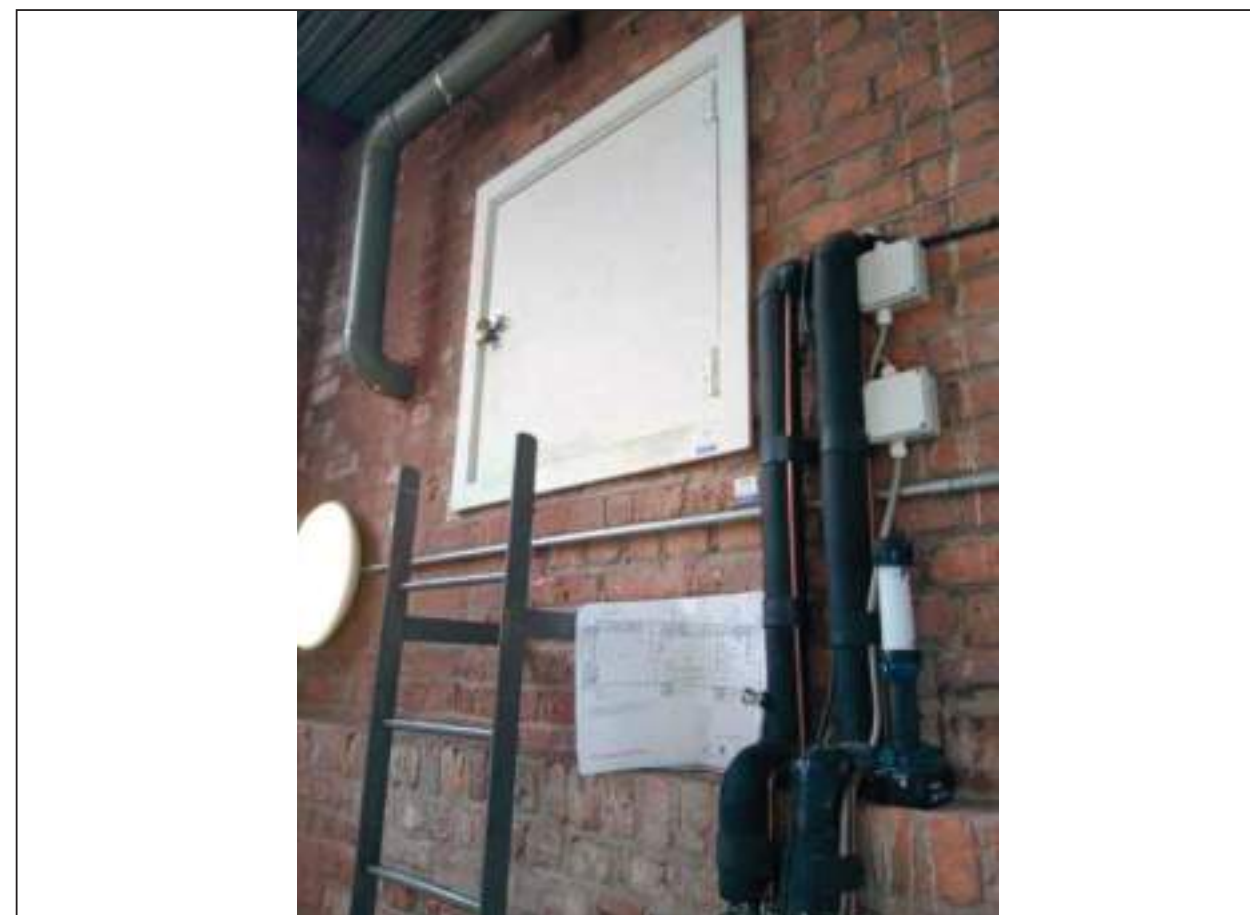


Image 32: PIN location 0329:38

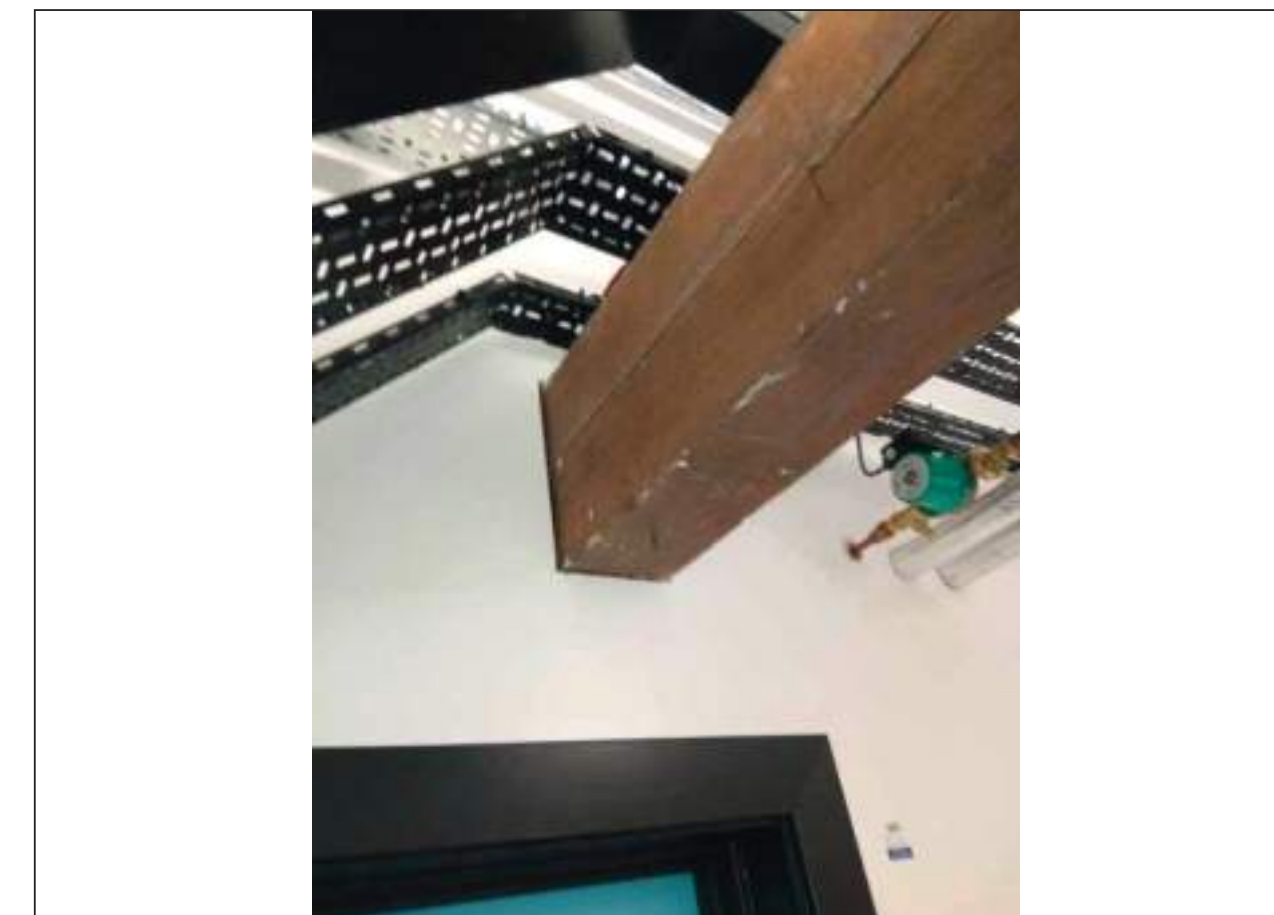


Image 33: PIN location 0410:38



Image 34: PIN location 0189:38

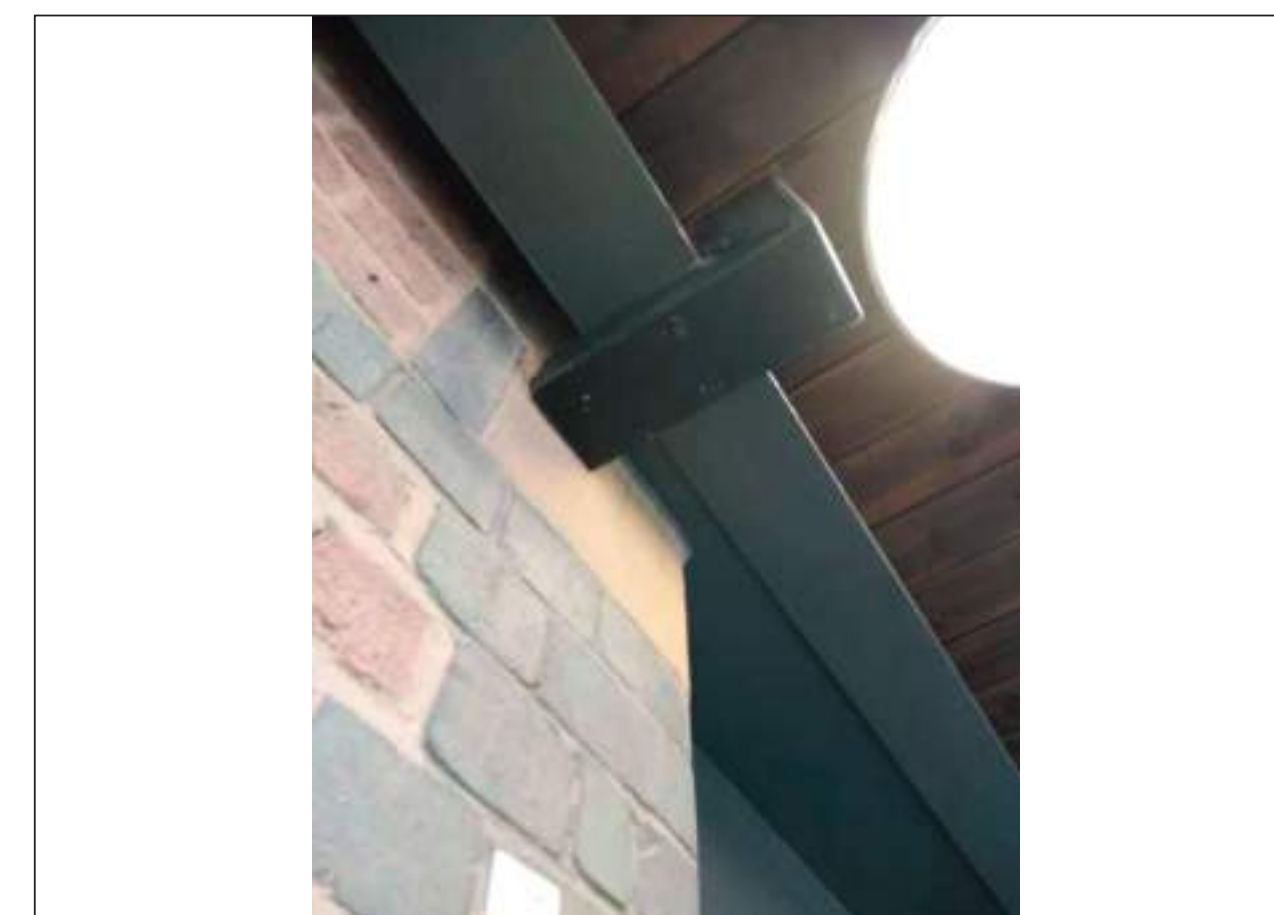


Image 35: PIN location: 0363:38

PIN Location: 0420:38  
 Methodology: COMP\_MET\_551  
 Changes: Installation of fire curtain along partition line to meet soffit at high level. Care taken to avoid damage to existing timbers.  
 Impact: There is no direct harm to significance as a result of these works, original fabric will remain, and as a result of these changes, risk of harm to historical fabric will be reduced.

PIN Location: 0090:38 0060:38  
 Methodology: COMP\_MET\_552  
 Changes: Cladding of original exposed steel beam where there is a breach between the head of block-work and the brick soffit, using fire rated plaster board with skim and paint finish to match brickwork in colour. Sealant to be applied to all edges with block/brickwork.  
 Impact: The cladding will have an aesthetic impact, however, all original fabric will remain in-situ behind new board and plaster. Alternative options to achieve fire rating have been explored but discounted due to lack of access to reverse side of wall (see Design and Access Statement). The proposal is reversible and will involve the least intervention possible to achieve the necessary protection. As a result of these changes, risk of harm to historical fabric will be reduced and this benefit is seen to outweigh any harm caused to appearance.

PIN Location: 0007:38 0009:38 BASEMENT  
 Changes: Careful removal of existing chipboard. Installation of matching replacement handmade bricks, bedded and pointed in lime mortar mix (to be agreed), installation of ablative batt and intumescent sealant to perimeter and penetrations.  
 Impact: Neutral. As a result of these changes, risk of harm to historical fabric will be reduced.



Image 36: PIN location 0420:38



Image 37: The corridor space within basement, PIN 0090:38 0060:38

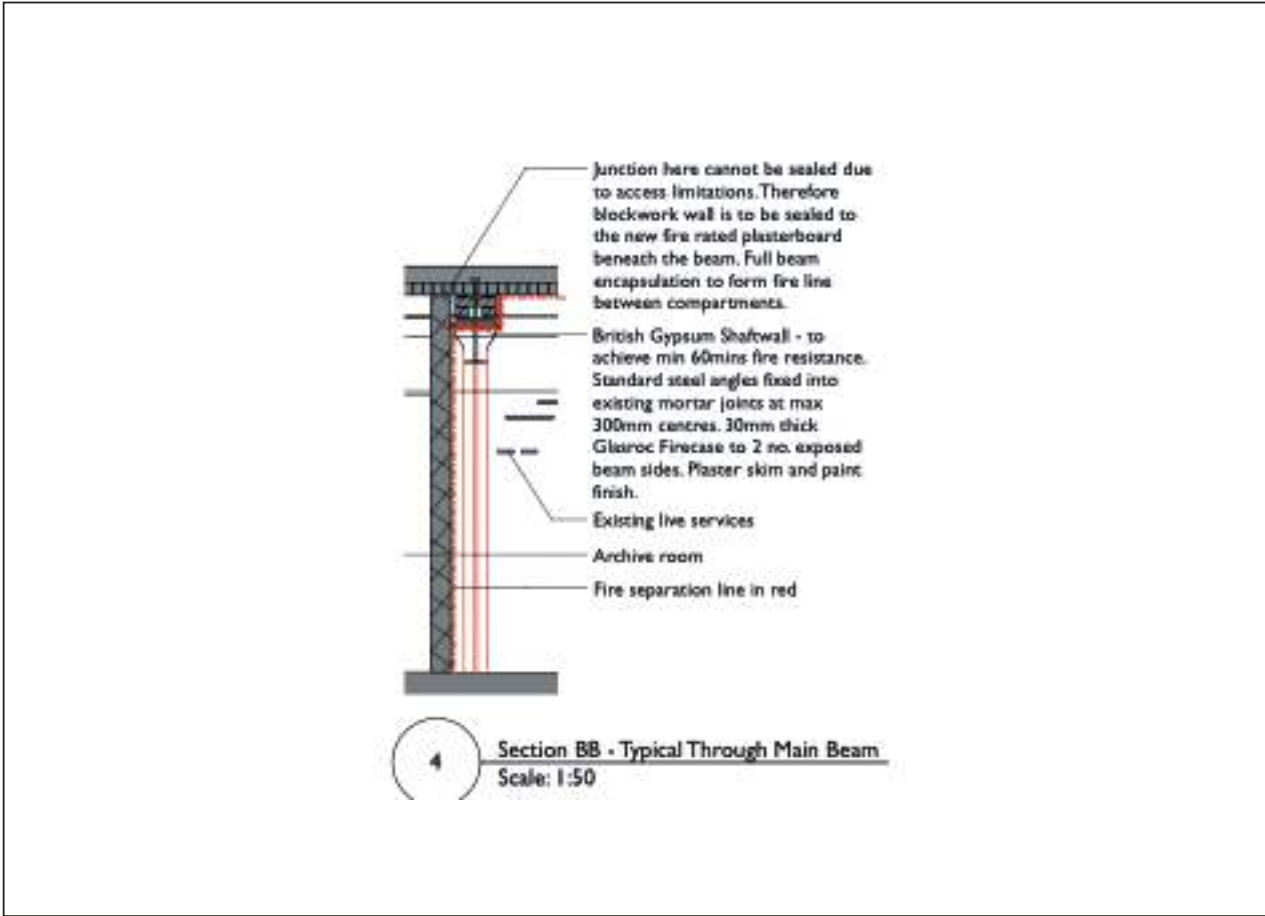


Image 38: Drawing to show proposed fire rated cladding to corridor.

PIN Location: A1GW224

Methodology: COMP\_MET\_553

Changes: Installation of new fire rated metal stud partition with new door and adjacent glazed screen. Plaster skim and paint to partition, to match existing. Minimal fixings into timber valley beam required for stability only. See drawing P(108)

Impact: The new division will have a low and neutral impact upon significance and as a result of these changes, risk of harm to historic fabric will be reduced.

PIN Location: A2GW224

Methodology: COMP\_MET\_559

Changes: Breakout of existing partitions, installation of new shaft wall against existing, making good of surrounding and redecoration of wall with paint to match. Minimal fixings into timber valley beam for restraint only. See drawing 108

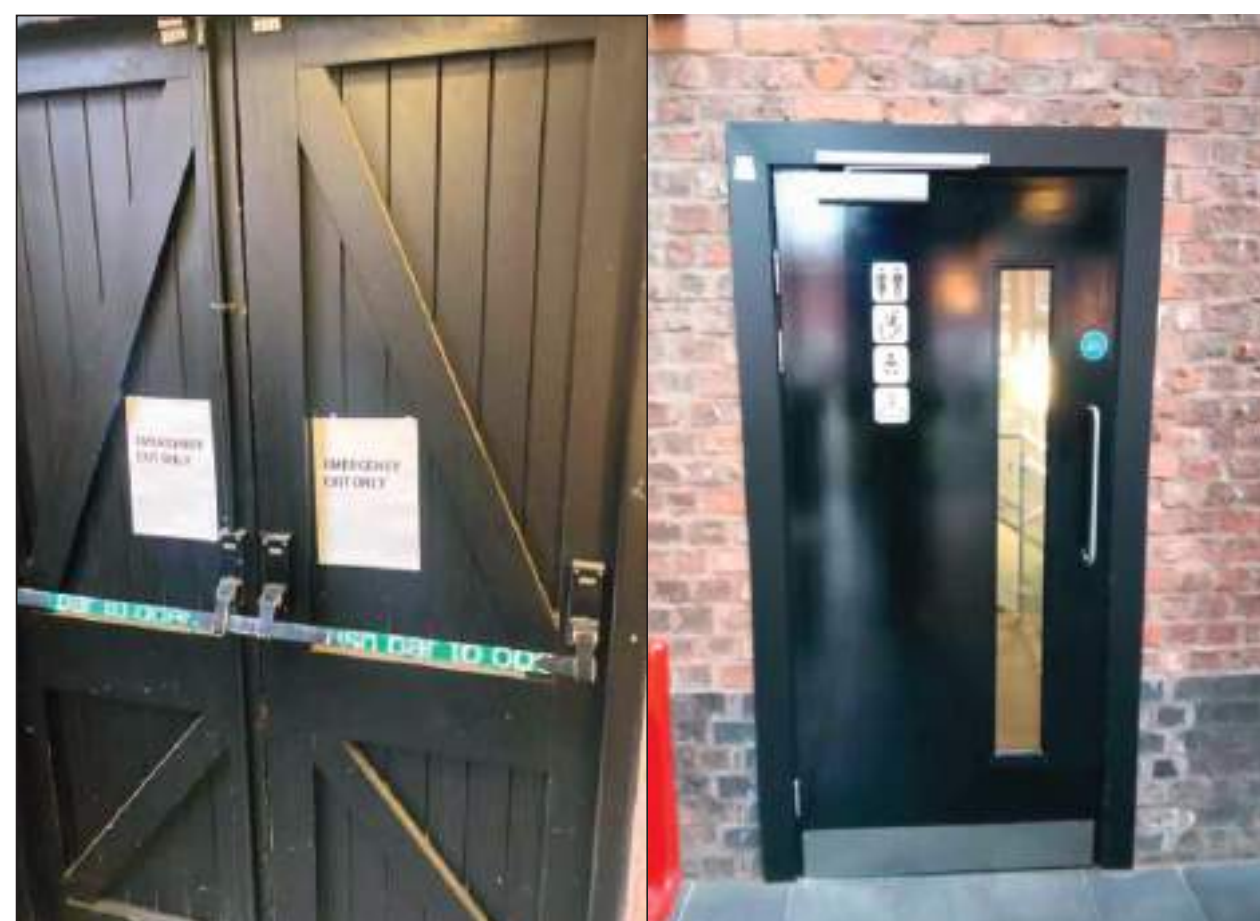
Impact: Neutral. As a result of these changes, risk of harm to historic fabric will be reduced.

PIN Location: A1GWG15

Methodology: COMP\_MET\_560

Changes: See drawing P(105) Installation of new fire rated stud wall 'pod' with roof to create self-contained storage unit. Ceiling/lid at height which allows for existing pipe. Extra support columns are required to give stability to ceiling, resin bolted to the floor.

Impact: There is a minor alteration to spatial dimensions, which is considered to have a negligible adverse impact upon evidential values. In mitigation, the new partitions are set away from historic ceilings and beams. The intervention is necessary to create the required fire rated separation in an area where standard partitioning is not possible due to an excess of pipes, and is outweighed by the resulting reduction in risk of harm to historic fabric.



Images 39-46: Example internal door types in New Warehouse, all non-original additions.

PIN Location: A1217 second floor

Methodology: COMP\_MET\_561

Changes: See drawing P(109) Opening up of adjacent stud wall and installation of stud support. Minimal tying into existing timber valley beam for stability. Installation of metal stud partition with new door and adjacent glazed screen. Plaster skim and paint finish.

Impact: The new division will have a low and neutral impact upon significance and as a result of these changes, risk of harm to historic fabric will be reduced.

## Doors

Across the site there are numerous recognisable door types, each type being contemporary to a different phase of alteration. Whilst none are original, and some are more sympathetic to historic form than others, to maintain the existing aesthetic whilst achieving minimal change, the least invasive approach is considered to retain these existing typologies and repair or replace with like-for-like. In limited instances across the site where new doors are required, these have been designed to replicate those forms closest to the location of the new.

The majority of works to the internal doors do not involve historic fabric. They are limited to replacement or additions of minor features such as closers, fire door signage, seals, or lipping. These changes do not have any impact upon heritage fabric or heritage significance. Their locations can be found on the accompanying drawings as part of this application. Where a greater degree of change is proposed to doors these are described within this report.

All existing doors are modern.

PIN location: 0008:08, 0012:08 0012:10, 0013:08 0015:08, 0016:08 0021:08, 0023:08 0026:08, 0027:08 0029:08,

0033:08 0034:10, 031:08 035, 103 MAN-000436 MAN-000447 MAN-000457 MAN-000458 MAN-000509 MAN-000517 MAN-000551 MAN-000553 MAN-000572 MAN-000582 0006:10 0025:10 0031:08

Methodology: DOOR\_MET\_256

Changes: Removal of existing, non-original, timber doorset and making good of surround. Replacement timber doorsets to match existing style, including new ironmongery, signage, closers, and smoke seals. Decoration of doors and surrounds with paint to match existing.

Impact: These changes are neutral, involve non-historic fabric and are like for like replacement. As a result of these changes, the risk of harm to historic fabric will be reduced.

PIN Location: 0019:08

Methodology: DOOR\_MET\_257

Changes: Removal of existing non-original metal doorset and making good of surround. Replacement metal doorsets to match existing style, including new ironmongery, signage, closers, and smoke seals. Decoration of doors and surrounds with paint to match existing.

Impact: These changes are neutral, involve non-historic fabric and are like for like replacement. As a result of their implementation, the risk of harm to historic fabric will be reduced.

PIN Location: A1GW201 A1038:38 A1GWL13 A2GW15 A3GW15 A1217

Methodology: DOOR\_MET\_260

Changes: New doorsets in new partitions to include new ironmongery, signage, closets and seals. Decorate door and surrounds with paint to match surrounding doors.

Impact: The addition of a limited number of partitions and doors will have a negligible impact in visual terms. These changes are not considered to be harmful to significance and as a result of their implementation, the risk of harm to historic fabric will be reduced.

Door types can be found in accompanying drawings.

PIN Location: A1GW201 A1038:38 A1GWL13 A2GW15 A3GW15 A1217

Methodology: DOOR\_MET\_260

Changes: New doorsets in new partitions to include new ironmongery, signage, closets and seals. Decorate door and surrounds with paint to match surrounding doors.

Impact: The addition of a limited number of partitions and doors will have a negligible impact in visual terms. These changes are not considered to be harmful to significance and as a result of their implementation, the risk of harm to historic fabric will be reduced.

Door types can be found in accompanying drawings.

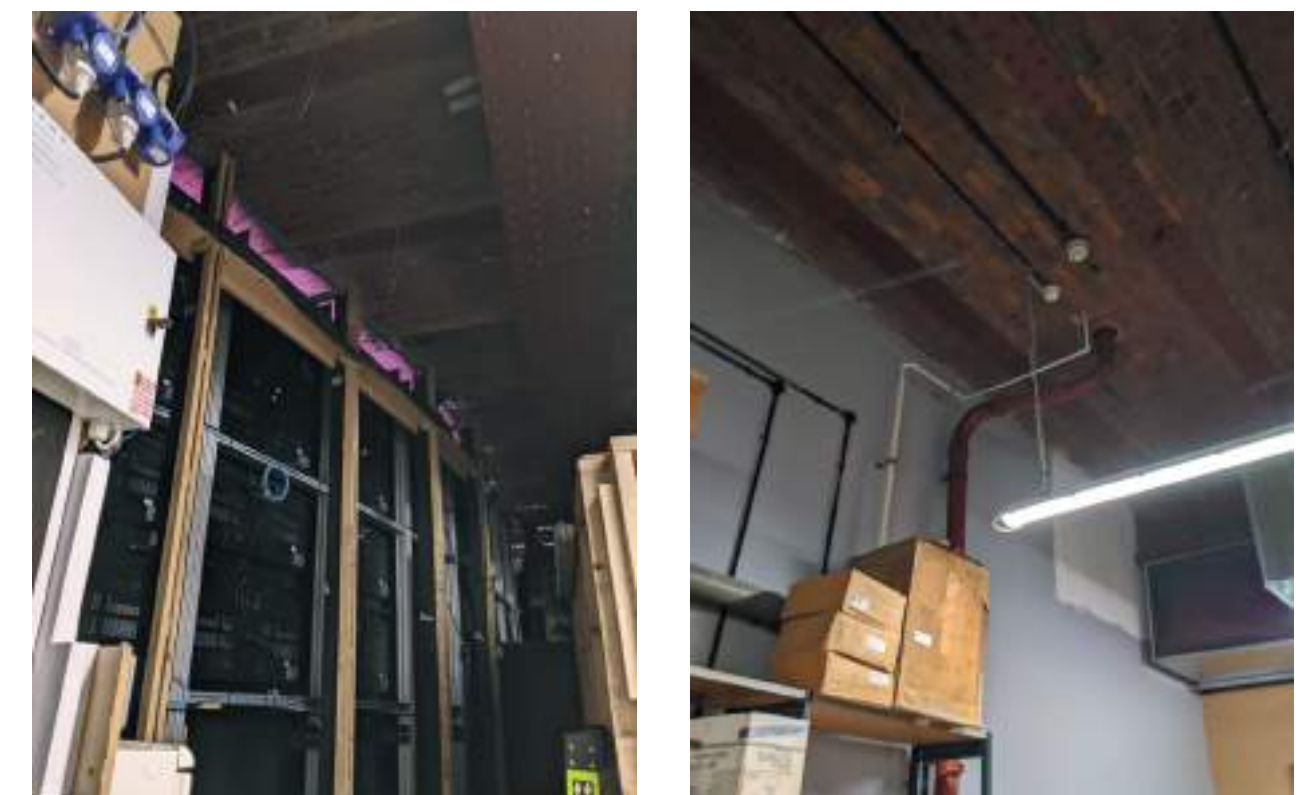


Image 47: Location of proposed partition. PIN location A1GW15

## Lower Ground

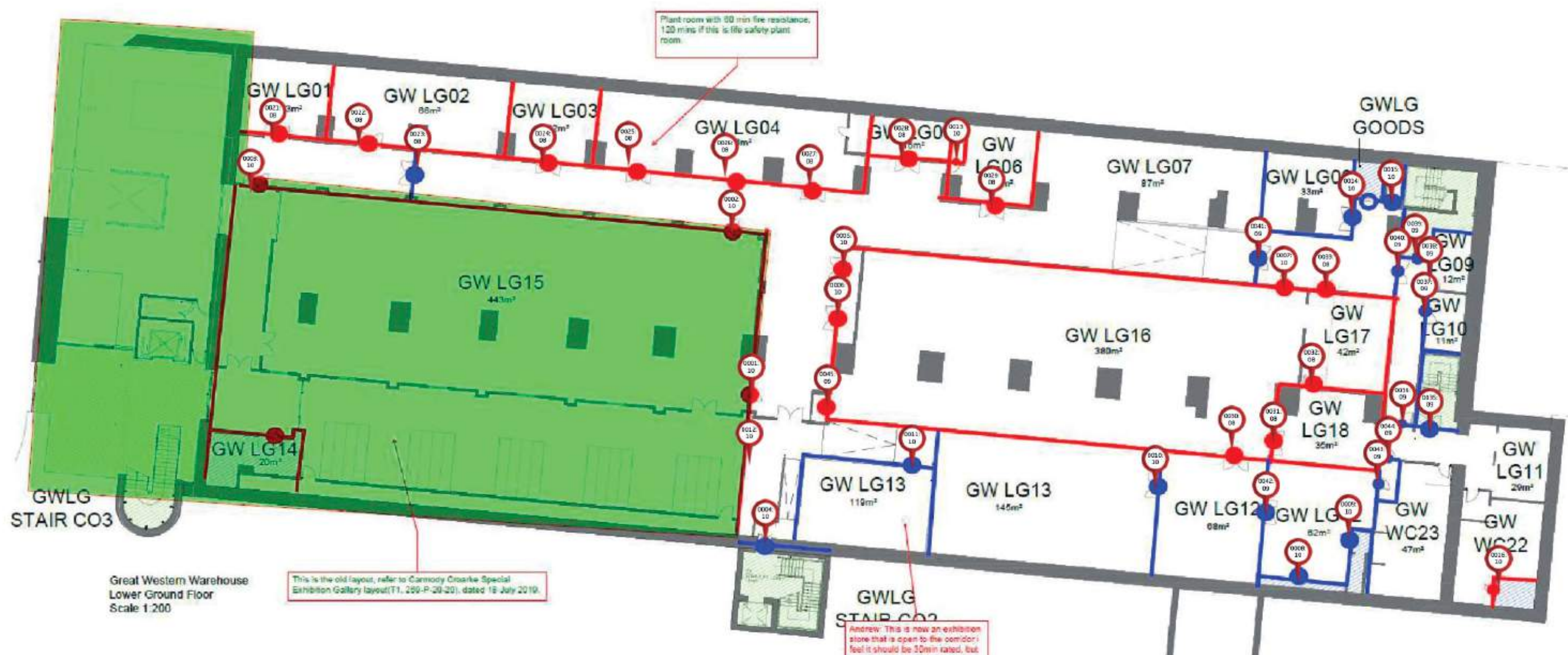


Image 47: Plan showing lower ground floor, door locations.

## Ground Floor

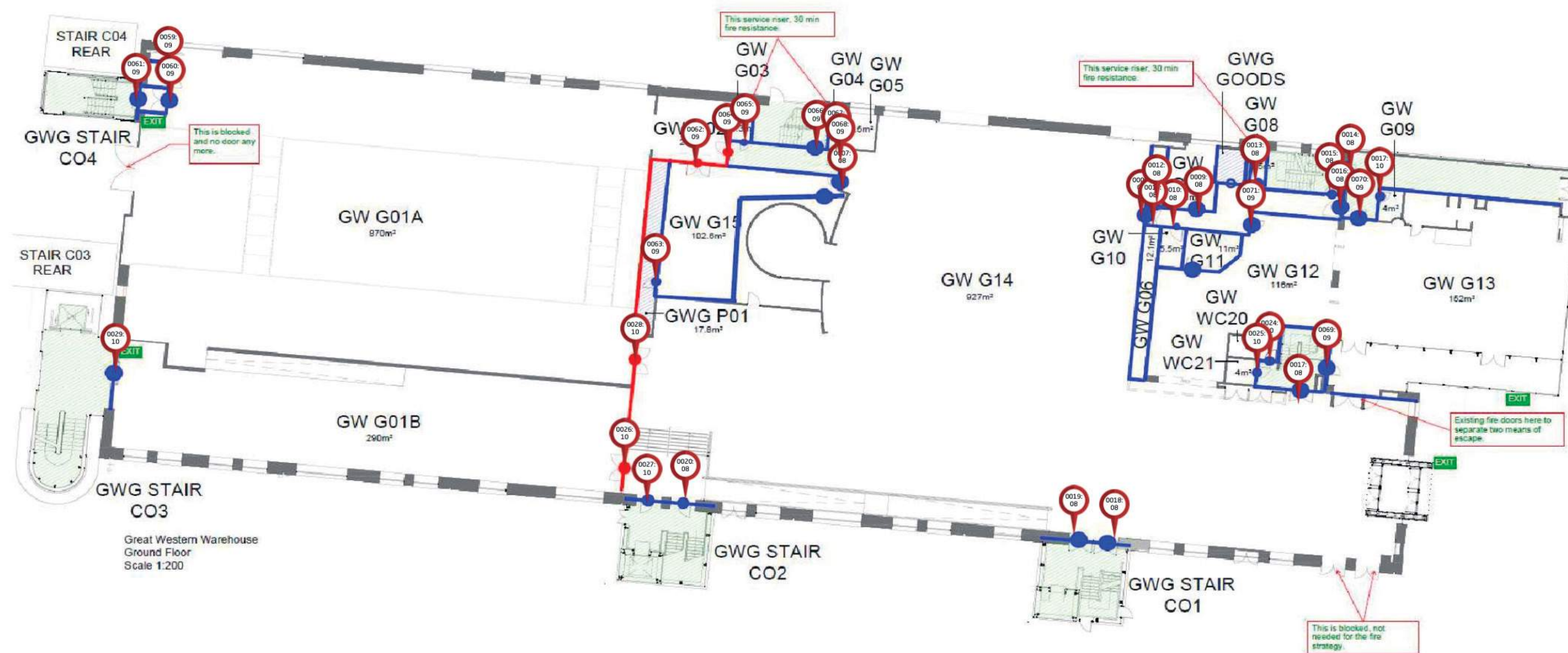


Image 48: Plan showing ground floor, door locations.

## First Floor

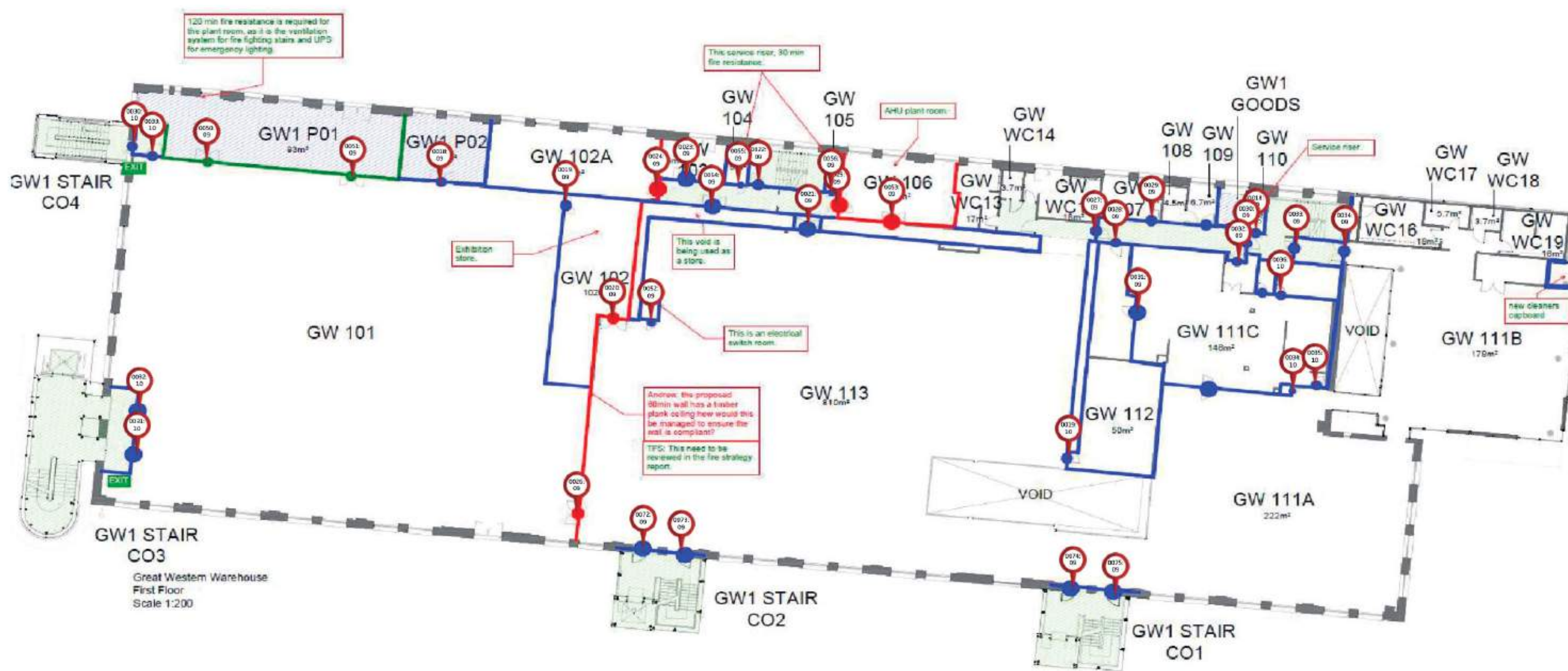


Image 49: Plan showing first floor, door locations.

## Second Floor

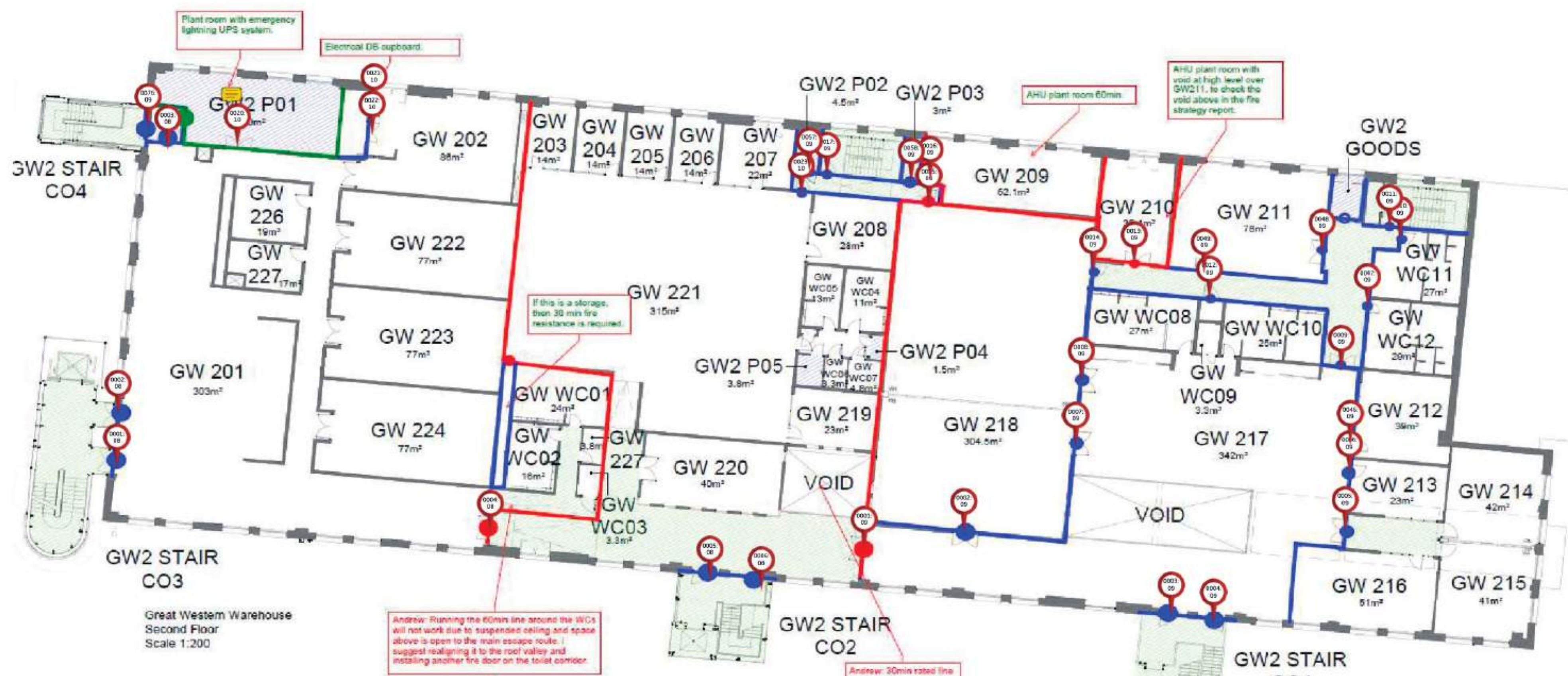


Image 50: Plan showing second floor, door locations.



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# Planning Context

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Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the “Listed Building Act”) states that “in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”.

Section 72 of the Listed Building Act expects applications within Conservation Areas to be determined with special attention to the desirability or preserving or enhancing the character or appearance of the area.

The proposals seek to offer long term protection and lowering of risk from fire spread. This is considered to contribute positively to the preservation of the site.

National Policy in relation to heritage can be found in NPPF (National Planning Policy Framework), updated 2021. Of particular relevance is section 16 (Conserving and enhancing the historic environment).

Paragraph 190 sets out the need for a positive strategy for conservation and enjoyment of the historic environment, including assets most at risk from decay, neglect or other threats and highlights the desirability of sustaining and enhancing significance, putting assets to viable uses consistent with their conservation.

Paragraph 197 highlights the need for local planning authorities to take account of the desirability of sustaining and enhancing the significance of heritage assets.

Paragraph 199 states that, irrespective of the level of potential harm of proposals, great weight should be given to the asset’s conservation and that the more important the asset, the greater that weight should be.

Paragraph 202 highlights the need to balance any instances of less than substantial harm against the public benefit of the proposal.

Proposals seek to protect and conserve the asset and have a clear associated public benefit.

Manchester City Council Core Strategy CC9 (Design and Heritage) states that development should preserve or enhance heritage assets.

Core Strategy Policy EN3 (Heritage) states that development will be encouraged where it takes advantage of distinct historic and heritage features and that new development must preserve, or where possible, enhance the historic environment, setting, character and accessibility.

Saved UDP policy 19.1 (Listed Buildings) states the Council will have regard to the desirability of securing retention, restoration, maintenance and continued use of listed assets by not permitting alterations or additions which have an adverse impact upon architectural or historic character.

Proposed changes are not considered to constitute harm and seek to ensure long-term protection through minimal intervention. The proposals are considered to be in accordance with local policy.



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# Conclusion

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## 6.0 CONCLUSION

The proposals have been designed to achieve fire protection for the Grade II listed building, with minimal intervention. Proposals are necessary, appropriate, and proportionate. There is no harm to the integrity of the asset, nor to its significance, as a result of these works. Overall, the proposals are considered to be safe-guarding measures and will positively enhance the listed asset, by reducing potential risks to the building.



Image 51: View of interior of New Warehouse showing structural elements, prior to redevelopment as museum, 1980s.



-  @ateliermb
-  0161 236 0051
-  ateliermbarchitects
-  atelier mb architects
-  info@ateliermb.co.uk
-  Atelier MB Ltd. Suite 2A, Amazon House, Brazil Street, Manchester, M1 3PJ