

123 & 125
Liverpool
Road
Manchester

Addendum Heritage Statement

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Prepared for:

**Salboy (Liverpool
Road) LTD**

7th June
2023

123 & 125 Liverpool Road, Manchester – Addendum Heritage Statement

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Contents

1. INTRODUCTION	5
1.1 Purpose	5
1.2 Research Methodology	6
1.3 Authorship	7
2. THE SITE	8
2.1 Location and Statutory Designations	8
2.2 Listed Buildings	8
2.3 Conservation areas	9
3. POLICY CONTEXT	10
3.1 Introduction	10
3.2 The Planning (Listed Building and Conservation Areas) Act 1990	10
3.3 National Planning Policy Framework (NPPF) (2021)	12
3.4 Local Planning Policy	12
3.5 Historic England’s Good Practice Advice Notes	13
4. HISTORICAL DEVELOPMENT	14
4.1 Introduction	14
4.2 Brief Historical Background of the Area.....	14
4.3 Map Regression.....	17
4.4 Historical Development of the Site	27
4.4.1 The Commercial Hotel	27
4.4.2 Nos. 121 & 123 Liverpool Road.....	33
4.5 Morphological Plans.....	41
5. BUILDING DESCRIPTION	44
5.1 SLHA visit 2017	44
5.1.1 No. 123 Liverpool Road	44
5.1.2 No. 125 Liverpool Road (The Commercial Hotel)	51
5.2 SLHA visit September 2022	65
5.2.1 125 Liverpool Road 2022	65
5.2.2 123 Liverpool Road (Commercial Hotel) 2022	80
6. SIGNIFICANCE ASSESSMENT	109
6.1 Defining significance	109
6.2 Statement of Significance – As defined in 2017 using updated terms	110
6.4 Statement of Significance – As currently defined in September 2022	111

7. HERITAGE IMPACT ASSESSMENT	113
7.1 Scope of Physical Impact.....	113
7.2 Assessment Methodology.....	113
7.3 Unauthorised Works	116
7.4 Physical Impact Appraisal	120
7.5 Visual Impact Assessment - 2018 (Consented Scheme)	133
7.6 Visual Impact Assessment - 2023 (Proposed Scheme)	137
8. SUMMARY AND CONCLUSIONS.....	140
9. APPENDICES	143
9.1 Appendix i: List descriptions	143

1. INTRODUCTION

1.1 Purpose

This Heritage Statement has been written by Stephen Levrant Heritage Architecture Ltd (SLHA), a nationally recognised practice of conservation architects, surveyors, planners and heritage consultants which specialises in the historic environment.

The Site comprises two separate buildings, which are Grade II listed under the same entry as 123-125 Liverpool Road, Manchester. The Commercial Hotel (No. 125) forms the western half of the Site, and was built between 1824 and 1830 as a hotel and inn for travelling patrons utilising the newly opened Liverpool Road Station directly opposite (which itself opened in 1830), and No. 123 Liverpool Road forms the eastern half of the Site, and was built attached to the hotel as two separate town houses between 1836 and 1844 (see Figure 1 below).



Figure 1 – No. 123 to the left (east) of the red line and No. 125 (the Commercial Hotel) to the right (west). (Source: SLHA Sept 2022)

SLHA were originally commissioned in 2017 by Zoe Manchester Ltd to provide design and heritage advice and to undertake a Heritage Appraisal/Heritage Statement to accompany the Listed Building Consent application for the conversion of the buildings and the construction of a new accommodation block to the rear of the Site to form a boutique hotel and restaurant/bar.

Following successfully obtaining Listed Building and Planning Consent for the submitted scheme on the 9th February 2018 (Planning Ref's: 117897/FO/2017 & 117898/LO/2017), the scheme was commenced.

In 2022 Salboy (Liverpool Road) Ltd purchased the Site, and wishing to continue the extant, live LBC and Planning consents, they seek to make a number of minor changes to the consented scheme in order to respond to the current aftereffects of the Covid19 pandemic on the hotel and hospitality industry whilst also improving some details of the scheme originally consented. SLHA were subsequently appointed in August 2022 to undertake an addendum heritage statement to address the minor changes to the consented scheme.

On purchasing the Site, the building was found to have suffered from damage through squatters, vandalism, fires, partial internal collapse, and water ingress throughout. In collaboration with Manchester City Council Planning Department, a number of emergency works were implemented in July 2022, which, along with the building being cleared and made safe to enter following surveys by Renaissance structural engineers, allowed for the internal surveys to be undertaken shortly after.

On completion of the first resurvey of the site by SLHA on the 16th September 2022, it became apparent that a number of works had been undertaken within the listed building without consent. These unauthorised works include:

- The removal of all original lath and plaster ceilings and cornices throughout the Commercial Hotel (except for ground floor entrance vestibule and basement level).
- The removal of the decorative plaster ceiling decoration to the rear ground floor bar room (GF4)
- The removal of the timber fire surround to ground floor bar (GF2).
- The removal of all original and later timber skirtings throughout the commercial hotel (now missing)
- The removal of all, bar two, original panelled doors from the Commercial Hotel (now missing)
- A number of missing areas of architrave, dado rail and picture rail throughout.
- The removal of the entire wall between 2F02 and 2F03 to the second floor level
- Removal of dado rails to staircase of Commercial Hotel.
- Removal of original balustrading and handrails to second floor level of staircase of Commercial Hotel (2F04).

Consequently, the aim of this addendum heritage statement is to assess the impact of the unauthorised works undertaken to the Grade II listed building and to advise/present mitigation measures to rectify the works, as well as advising on additional “heritage benefits” to help to balance/outweigh any harm on the special interest of the heritage asset.

This Addendum Heritage Statement, and the preceding conservation advice to the client, has been prepared in the context of relevant national and local heritage planning policy and Historic England’s 2019 advice on the structure of Heritage Statements. In particular, the statement is presented to accord with the national policy requirement of NPPF paragraph 205 to describe the significance of the heritage asset affected, and the consequent potential impact of the unauthorised works and current Proposals.

This report utilises the findings and research that formed part of the original Heritage Statement for the consented scheme and has been updated to reflect changes local and national policy since in 2017.

1.2 Research Methodology

This appraisal is the result of an extensive process which synthesises literature and documentary research, analysis and processing of information, building surveying, and professional judgment.

The documentary research was based upon primary and secondary sources, including maps, drawings and reports.

Surveys of the site and surrounding areas were originally conducted in May and August 2017 by visual inspection. A second survey of the building was undertaken in September 2022.

1.3 Authorship

This report has been prepared by Stephen Levrant Heritage Architecture Ltd., an architectural practice specialising exclusively in the historic cultural environment.

Authors:

Lee Hutchings, BSc (Hons) – Senior Historic Building Consultant

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2. THE SITE

2.1 Location and Statutory Designations

The Site (Figure 2 - outlined red) is bounded by Liverpool Road to the north, by Old Medlock Street to the east, by Woollam Place to the west, and apartments located on Potato Wharf and Woollam Place to the north-west.

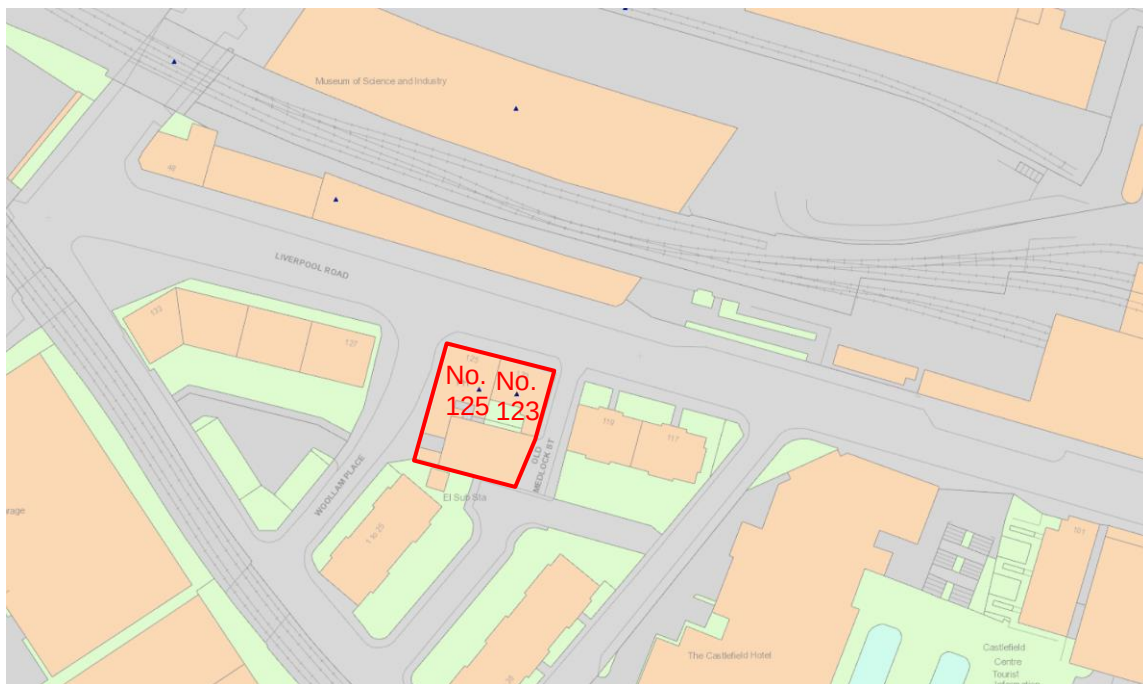


Figure 2 – Map showing the location of the Site outlined in red (looking north). Source: Historic England)

2.2 Listed Buildings

Statutory listing of buildings means that a building is of special architectural or historic interest and is therefore of heritage significance. Grading of listed buildings reflects their architectural and historic interest; Grade I buildings are of exceptional interest; Grade II* buildings are particularly important buildings of more than special interest; and Grade II buildings are of special interest.

Both buildings which form the Site were Listed Grade II on the 6th June 1994, full list descriptions can be found in Appendix i.

The Grade I Listed former Liverpool Road Station, and a Grade II Listed railway viaduct are located within close proximity to the Site; the settings of were not considered to be affected by the original consented scheme, nor the minor amendments to the scheme that are proposed within this addendum statement.

2.3 Conservation areas

Conservation areas are designated areas that are deemed to have special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.¹

The Castlefield Conservation Area is one of the largest in Manchester and was designated in 1979 due to the high significance and grouping of a number of structures which reflect the industrial development of this part of Manchester and the formation of the world's first passenger railway station. Alongside this, the site is of special historic interest due to the connections with the former Roman occupation of the area.

As the Site is within the Castlefield Conservation Area, any proposals for the Site have the potential to impact the character and appearance of the Conservation Area. However, due to the current minor changes to the 2018 consented scheme, this addendum statement will not assess the impact on the conservation area as the Proposed Development is considered to have, at best, a negligible impact on the setting and appearance of the Castlefield Conservation Area.

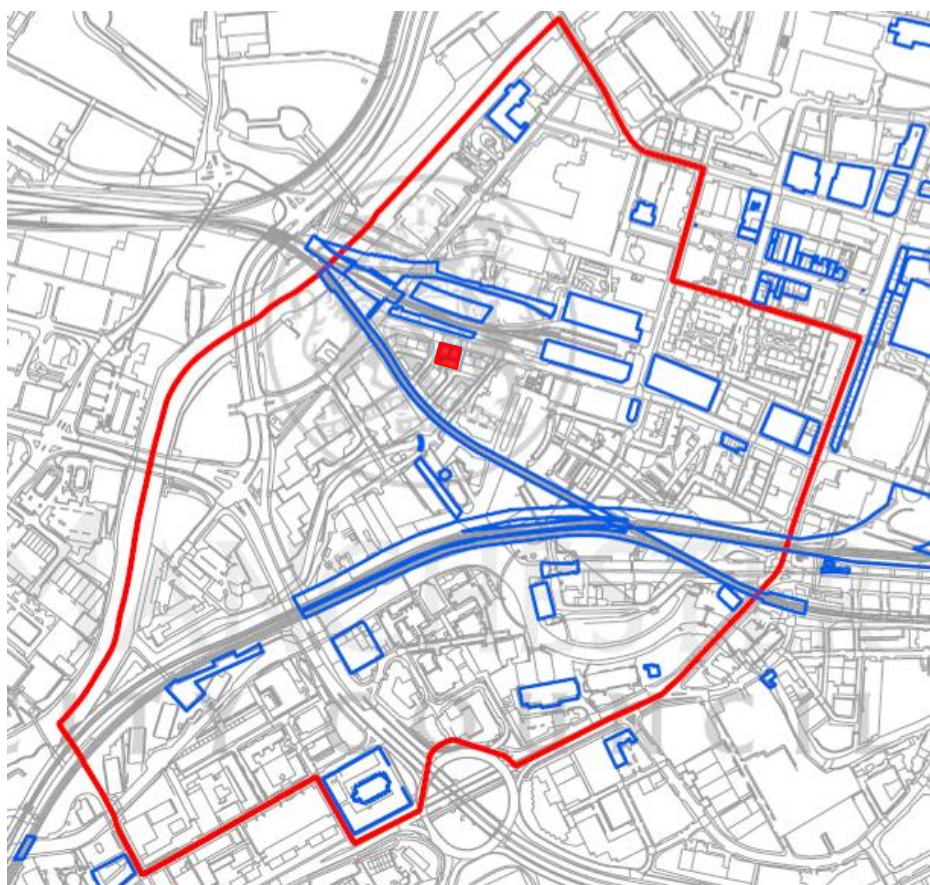


Figure 3 – Map showing the location of the Castlefield Conservation Area outlined in red, and listed buildings outlined in blue. The Site is shaded red. (Source: Manchester City Council)

¹ Section 69 (1) Planning (Listed Building and Conservation Area) Act 1990

3. POLICY CONTEXT

3.1 Introduction

In accordance with the 2011 guidance of the International Council on Monuments and Sites (ICOMOS) on 'Heritage Impact Assessments' it is important to test development proposals, *"against existing policy frameworks and the management plan for the property and surrounding area"* (para.5-11). Therefore, this section outlines the legislative and Planning policy framework within which the Proposals for the Grade II listed 123-125 Liverpool Road will be subsequently tested.

In particular, the Proposals are informed by the guidance in Historic England's 'Conservation Principles' (2018). This guidance is consistent with the legislative framework and local planning policy is focused upon the need to understand the heritage value of a site and apply policy in a manner proportionate to its significance.

The below evaluation of significance and subsequent conclusions have thus been framed by the methodology outlined in Conservation Principles (2018), and the following:

- The relevant legislation relating to both planning and heritage designations.
- The objectives and policies for the historic environment stated in the National Planning Policy Framework (NPPF), Planning Practice Guidance.
- Manchester's Core Strategy (2012).
- British Standard 7913 (2013) Guide to the Conservation of Historic Buildings.
- The methodologies for the assessment of physical and visual heritage impact as defined in Historic England Guidance (see below).

The relevance of the above legislation and planning policy is considered in the following section below.

The current minor changes to the consented scheme and rectification of unauthorised works to 123-125 Liverpool Road involve a number of external and internal changes to the consented scheme. The Council is thus required by legislation and national planning policy to have regard to the impact of any Proposed Development as it affects a designated heritage asset. This consideration needs to be **proportionate** to the relative significance of the Site component and the actual impact of the alterations proposed. The methodology utilised below is one derived from guidance set out by ICOMOS to ensure objectivity.

3.2 The Planning (Listed Building and Conservation Areas) Act 1990

The Planning (Listed Buildings and Conservation Areas) Act 1990, is of relevance to the current proposals to undertake works to the listed building as it provides specific protection for buildings and areas of special architectural or historic interest, over and above that provided by development management.

Section 7 of the Act is of particular relevance as it requires the authorisation of works affecting statutorily listed heritage assets (in the form of LBC) where they would affect its character as a building of special architectural or historic interest. It is, therefore, important to understand the special interest of the listed building, and the potential impact of the works on its fabric and character. This statement provides such analysis.

The legislation imposes specific requirements to consider the physical and visual impact of any works which may impact on the special architectural or historic interest of the Site, over and above that provided by development management.

The Grade II listing of 123-125 Liverpool Road requires that it is necessary to evaluate the impact of the Proposals in the context of **Section 66** of the Act, in terms of the potential impact on the fabric and character.

The key test, derived from the legislation and subsequent guidance, is whether the proposed changes make any difference to the building's significant fabric or an appreciation of its special interest as a designated heritage asset. Thus, it is important to determine the degree of change and whether the proposed physical alterations will result in a negative perception of the listed building, or diminish its interest as a designated heritage asset.

In accordance with the requirements of Section 66, if a negative impact on the Site is identified, its extent must be determined to define the magnitude of 'harm'. This is necessary because limited, or "*less than substantial harm*", should not be afforded the same weight as that which is deemed to be "*substantial*", and thus requires different considerations in terms of the NPPF and the supporting PPG, which together explain the application of the 1990 Act.

The focus of the current design-development has thus been to reverse any harm previously caused and to offer a number of additional "heritage benefits" as part of the minor changes to the consented scheme in order to help balance any harm caused in order to meet the fundamental requirements of Section 66 of the 1990 Act.

'Substantial harm' under the 1990 Act is interpreted as having a fundamental impact on the significance of the heritage asset by means of: total loss, profound physical harm to its fabric, or the complete compromise of its setting. It follows that "*less than substantial harm*" is a physical alteration or development affecting the setting of a designated heritage asset which may alter but does not fundamentally compromise its "*special architectural or historic interest*".

Therefore, if a negative (but not fundamental) impact is identified, the Council must determine whether the development is mitigated by its balancing 'planning benefits'. This determination must be made having demonstrably applied the statutory presumption in favour of preservation of listed buildings established in Section 66 to the development proposal when making its decision.

Fundamentally, the legislation requires decision-makers to apply proportionate weight to the desirability of preserving the significant fabric, architectural character and historic interest of a designated heritage asset when determining planning proposals, balanced against identifiable public benefits. This requires appropriate analysis of the Site as a whole. The key Planning consideration is thus whether the Proposed Development would cause any demonstrable, unmitigated 'harm' or erosion of the interest of the heritage asset.

The Council must, therefore, use its judgement (based on relevant material evidence) to understand and objectively define the impact on the affected designated heritage asset, noting that change does not necessarily equate to 'harm'. Therefore, the weight to be applied by the Council must be proportionate to the status of the affected heritage asset and the nature of the proposed change.

This Heritage Statement aims to provide the evidence to appropriately balance consideration of the Current Proposals in accordance with the requirements of the 1990 Act.

3.3 National Planning Policy Framework (NPPF) (2021)

The policies in the National Planning Policy Framework (NPPF) constitute the Government's view of what sustainable development means in practice. The definition requires development to give due weight to the appropriate conservation of heritage assets in order to be defined as sustainable development (**NPPF paragraph 8**). This is because one of the key dimensions of sustainability is protecting and enhancing the historic environment (**NPPF paragraph 8c**). It is thus necessary to demonstrate that the proposals for the Site are demonstrably sustainable.

In accordance with the legislation, the NPPF's core principles, which underpins decision-taking, requires that Planning decisions should contribute to conserving designated heritage assets in a manner proportionate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations (**paragraph 189**). In this instance the 'heritage asset' is the Grade II listed 123-125 Liverpool Road (the Site).

The NPPF stresses that "*great weight*" should be given to the conservation of designated heritage assets (**NPPF paragraph 199**), emphasising the more important the asset, the greater the weight should be. The need to avoid "*substantial harm*" to such assets is outlined in terms of: demolition, alteration, or the compromise of its setting.

As "*substantial harm*" is interpreted as having a fundamental impact on the significance of the heritage asset by means of its total loss, profound physical harm to its fabric, or the complete compromise of its setting, it should be avoided. The NPPF (**paragraph 199**) however, notes that "*great weight*" should still be given to conservation regardless of whether "*substantial harm*" is evidenced.

3.4 Local Planning Policy

Manchester's Core Strategy was adopted on the 11 July 2012 and is the key document in the Manchester Local Plan. The relevant, local heritage planning policy maintains the same focus as the NPPF. Manchester City Council's (MCC) heritage policies focus on the fundamental importance of "*preserving or, where possible, enhancing the historic environment*". The following policies from Manchester's Core Strategy are of importance to the heritage assets considered within this statement.

Policy CC9 (Design and Heritage) states that development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including Listed Buildings, Conservation Areas and Scheduled Ancient Monuments. The policy also establishes that new development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

Policy EN3 (Heritage) states that throughout the City, MCC will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed to support MCC in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

The Council's key regeneration objective is tempered by the need to ensure that: "*historic sites and areas of particular heritage value should be both safeguarded for the future and, where possible, enhanced for their own heritage merits and as part of wider heritage regeneration proposals*" (paragraph 12.21, **Policy EN3**). The policy thus evidently requires development proposals to be

sensitive to the inherent values of the designated heritage asset, with any impact justified by clear, documentary evidence.

3.5 Historic England's Good Practice Advice Notes

In 2015 Historic England released a series of 'Good Practice' and Advisory documents supporting the implementation of national policy and the related guidance in the PPG. The advice notes do not constitute a statement of Government policy itself, nor do they seek to prescribe a single methodology or particular data sources.

Good Practice Advice Note 2 (GPA.2): 'Managing Significance in Decision-Taking in the Historic Environment' was referenced to gain a full understanding of the relevant issues, alongside the NPPF and PPG. This essentially emphasises the need for decision making to be sensitive to the need for change, with the objective of conserving heritage asset by continued use.

Section 7 of GPA.2 emphasises the importance of properly assessing: *"the nature, extent and importance of the significance of a heritage asset and the contribution of its setting"* in order to conceive a successful development. This will also assist the local planning authority make decisions in-line with the 1990 Act and the objectives of the development plan, as well as the policy requirements of the NPPF. Consequently, the guidance in GPA.2 emphasises the importance of understanding the:

- particular nature of the heritage asset's significance (as the best means of conservation).
- extent of the Site's significance (to better understand the adaptability of the heritage asset and the viability and prospects for sustainable conservation).
- the level of significance in terms of the hierarchy of heritage components (as this provides the essential guide to the application of Planning policies and is intrinsic to decision-taking, particularly where there may be conflict with other planning objectives).

The current proposals have also been developed in the context of the 2016, Historic Environment Advice Note 2: 'Making changes to historic assets' (HEA.2). Historic England thus emphasise that the best way to conserve a historic building is to keep it in use (or to find it an appropriate new use if it has passed out of use) preferably that for which it was designed, or alternatively an appropriate new use which would secure its long-term conservation. The emphasis on securing continued use leads Historic England to conclude that:

"An unreasonable, inflexible approach will prevent action that could give a building new life; indeed it can eliminate that use. A reasonable and proportionate approach to owners' needs is therefore essential".

The emphasis of HEA.2 is thus on ensuring that the key objective of sustainable use is not compromised by unnecessary focus on the minutia of change, where the building's overall significance is unaffected. The current restoration-focused proposals have been demonstrably developed in this context.

Other key Historic England guidance documents referred to in the development of this re-development proposal, to ensure compatibility, include the following:

- Conservation Principles Policies and Guidance (2018),
- Conservation Area Appraisal Designation and Management (2019).

4. HISTORICAL DEVELOPMENT

4.1 Introduction

In order to understand the heritage significance of the early-19th century buildings as components of the surrounding historic environment, it is first necessary to understand their historical development and the impact they made on the development of this part of the city.

This section of the report analyses and interprets historic maps and primary and secondary information in order to provide a sound evidence base, placing the site in the context of the development of central Manchester.

4.2 Brief Historical Background of the Area

The immediate environs surrounding the Site began to be developed following the establishment of the first of Manchester's Quay's in the 1730s. This quay was located at approximately the junction of Water Street and Quay Street, north of the Site, thus giving the street its original name "Key Street".

By the middle of the 18th century, other wharves and warehouses had been constructed following the cutting of the Duke of Bridgewater's Canal in 1765, which formed the start of the Castlefield Basin, immediately south of the Site, reinforcing this location as a hub of transportation and industry.

Before 1830, the area surrounding what would become the site of the world's first passenger railway station, and the Site directly opposite, was open pasture land, with only a small number of houses and cottages located in the vicinity.

The eastern end of what is today Liverpool Road, in the 18th century was originally known as Priestner Street. The street was approached from its current junction with Deansgate, which was then called Aldport Lane/Street.

By the late 18th century only a few groups of terraced dwellings had been constructed at this eastern end, and the street stopped and entered open fields westwards down to the River Irwell along an open lane called Lady's Walk.

On the corner of what is now Liverpool Road and Deansgate, and now the site of the former library and Campfield Market Hall, was originally the home of a gardener named Robert Humphreys, which grew an abundance of flowers and vegetables on a large plot to the southern side of Liverpool Road. A well known bowling green was located on the corner of Water Street and Egerton Street, to the south-west of the Site

Two rival proposals for a railway between Liverpool and Manchester had already been mooted in 1797 and 1798, but neither came to fruition. The idea was not revived until 1820, when Thomas Gray advocated the construction of such a railway as the first step towards a national network.

Manchester, which was known as "Cottonopolis" due to the extreme wealth and prosperity of its cotton manufacturing trade by this time, was the natural location for a new goods railway network. The area of Castlefield during this period had become established as a major shipping point, which at this time only had two large canal warehouses in its basin.

In 1821, Joseph Sandars, a Liverpool corn merchant, and William James, a land agent and railway enthusiast, came together to launch a new proposal. By that time, merchants and manufacturers were dissatisfied with the inability of the canals and roads to cope with increasing goods traffic and with the costs of goods transport.

Following negotiations with various candidates, the new Liverpool & Manchester Railway Company reinstated George Stephenson as Chief Engineer in July 1826. In 1830 the opening of the first station buildings directly opposite the Site saw the existing residential town house (on the corner of Liverpool Road and Water Street) being incorporated into the new station as the station master's residence.



Figure 4 – An etching looking north across the River Irwell towards the newly completed bridge across Water Street in c1829. The former residential townhouse (circled red) marks the corner of Water Street and Liverpool Road. (Source Manchester Local Imaged Archive).

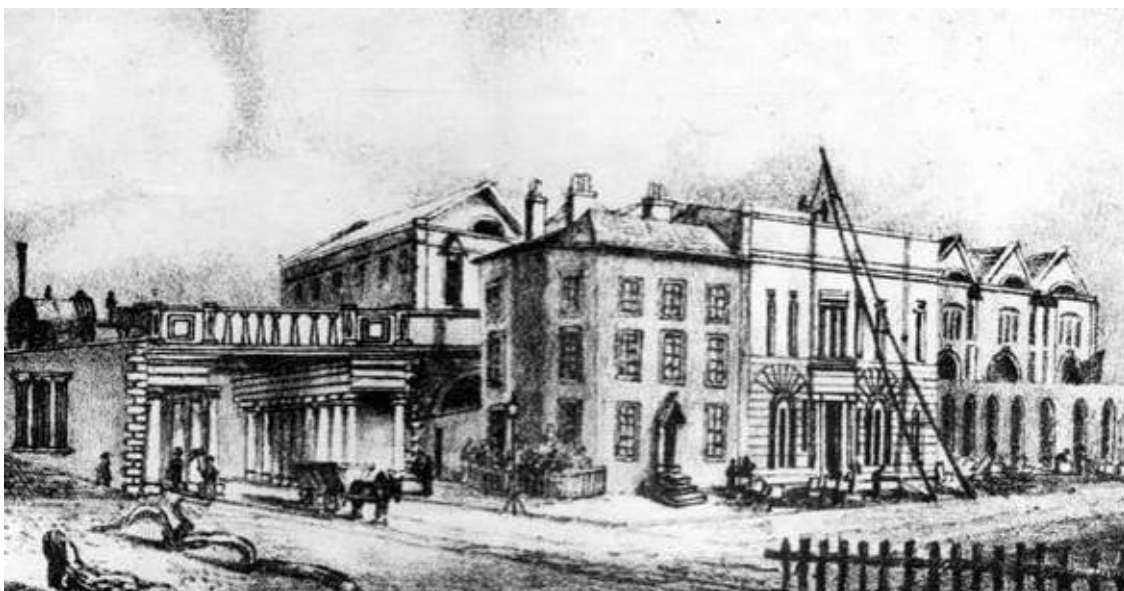


Figure 5 – Looking north towards the corner of Liverpool Road (right) and Water Street (left) in c1829, showing the construction of the first class waiting room. The Site is located just off the image to the right. (Source Manchester Local Imaged Archive).



Figure 6: The station buildings as they appeared in 1902 when used as a goods station. The Site is located just off the image to the right. (Source Manchester Local Imaged Archive).

Initially the new railway station site was designed for the use for the transit and storage of goods; the provision for passengers was only considered after its initial design.

The station closed to passenger services on the 4th May 1844, when the line was extended to join the Manchester and Leeds Railway at Hunt's Bank (now Victoria Station), and the station was converted to a goods station and yard for the rest of its working life.

In 1978, the Greater Manchester Council purchased the earliest part of the former Liverpool Road Station from British Rail for the nominal sum of £1. The railway buildings were restored and utilised as exhibition spaces during the 1980s and 1990s and now form a significant grouping which can be understood and appreciated as a multi-phased railway station development.

4.3 Map Regression

In order to understand how the site, and how the area immediately surrounding it have developed, historic maps are interrogated in detail.

Through discursive commentary the identification of salient features and useful contextual and interpretative information can then be analysed which will inform the assessment of the development of buildings and features that remain today.

Table 1 – Historic Map Regression



1776 – A plan of lands in manchester, the proprty of Henry Atherton Esq and Miss Byrom – This early map of the western end of Liverpool Road was drawn up by H. Oldham to show the areas of open grass land which was to be divided into residential plots and new streets by Miss Byrom. This map shows the Site is undeveloped at this time, and forms part of the extention of Liverpool Road to meet with Water Street.

Table 1 – Historic Map Regression



1788 - A plan of lands in manchester, the property of Henry Atherton Esq and Miss Byrom – This plan, drawn by Thomas Townsley in 1788, shows the lands belonging to Henry Atherton and Miss Byrom, indicating new numbered building plots and streets around the Site still undeveloped. Pink areas are areas of exisisting buildings.



William Green 1794 – By 1794 the immediate environs still largely consist of open fields and hedgerows, with a group of quayside warehousing between Water Street and the River Irwell to the left of the map. The eastern end of Liverpool Road can be seen to be called Priestner Street during this period, and stops one quarter of the way from Aldport Street (now Deansgate).

This map shows the names of land owners around the Site at this time. This map shows that the Site is still undeveloped, and Liverpool Road has not been extended from the existing Priestner Street.

Table 1 – Historic Map Regression



1800 Pocket Plan of Manchester and Salford - By 1800 there appears to be no changes to the immediate area, and the Site, along with the surrounding empty plots remain undeveloped.



1808 A Plan of Manchester and Salford – By 1808 the continuation of Liverpool Road can be seen to have been planned. The map shows that Liverpool Road has been initially planned by this date, however it has yet to be paved and completed. The first house on the western end of Liverpool Road can be seen to be constructed on the corner of Water Street.

Table 1 – Historic Map Regression

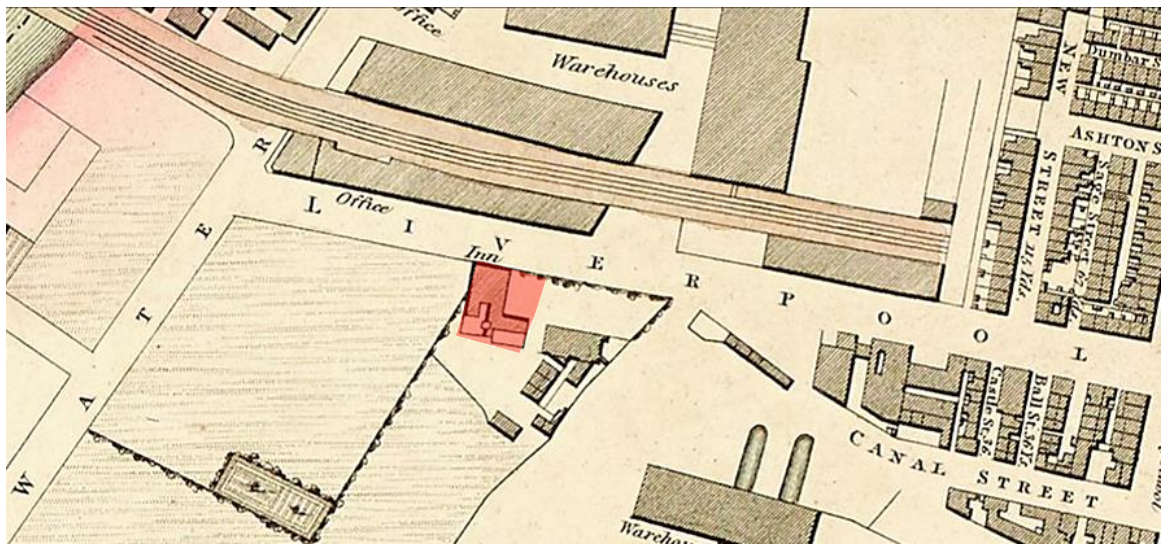


1819 Pigot's Plan of Manchester and Salford – By 1819 Priestner Street has been renamed Liverpool Road, and is now laid out with a few new buildings to its eastern end. The Site remains undeveloped.



1824 Swire's Manchester and its Environs – By 1824 the immediate area has not greatly altered. The Site can be seen to be still undeveloped.

Table 1 – Historic Map Regression



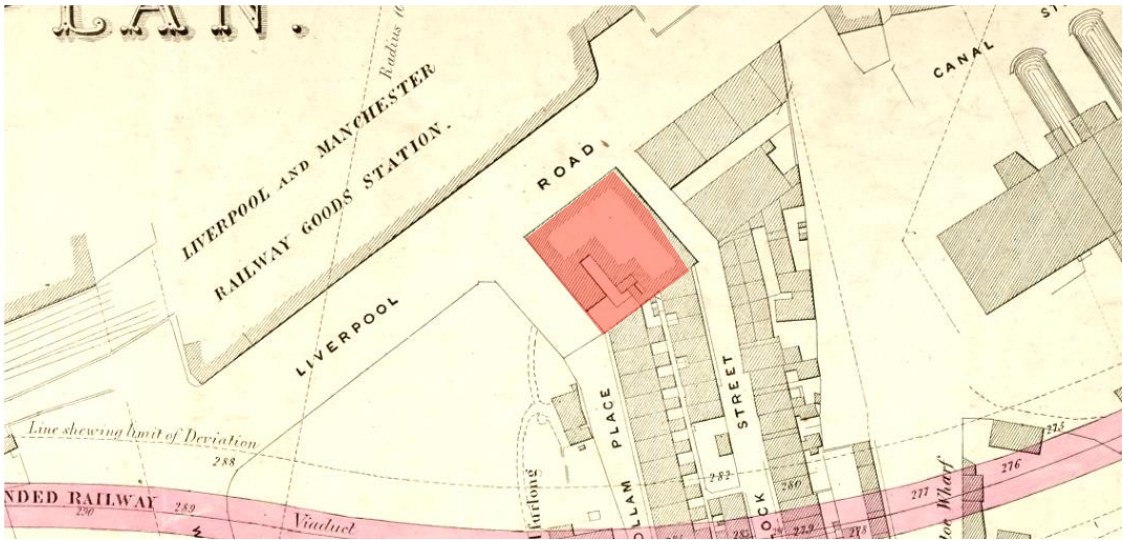
1831 Bancks & Co's Plan of Manchester & Salford, with their Environs – By 1831 Liverpool Road can be seen to have developed considerably following the completion of the first passenger railway station in the world, located directly opposite the Site, on the northern side of Liverpool Road,

The Site can be seen to have been developed, with a new building, consisting of the newly opened Railway & Commercial Inn. The hotel is situated within a large area of land, with stables and outbuildings located at its rear. Note that a building can be seen to the rear of the pub, which is likely to be a single-storey lean-to outbuilding, and not the present three-storey building.



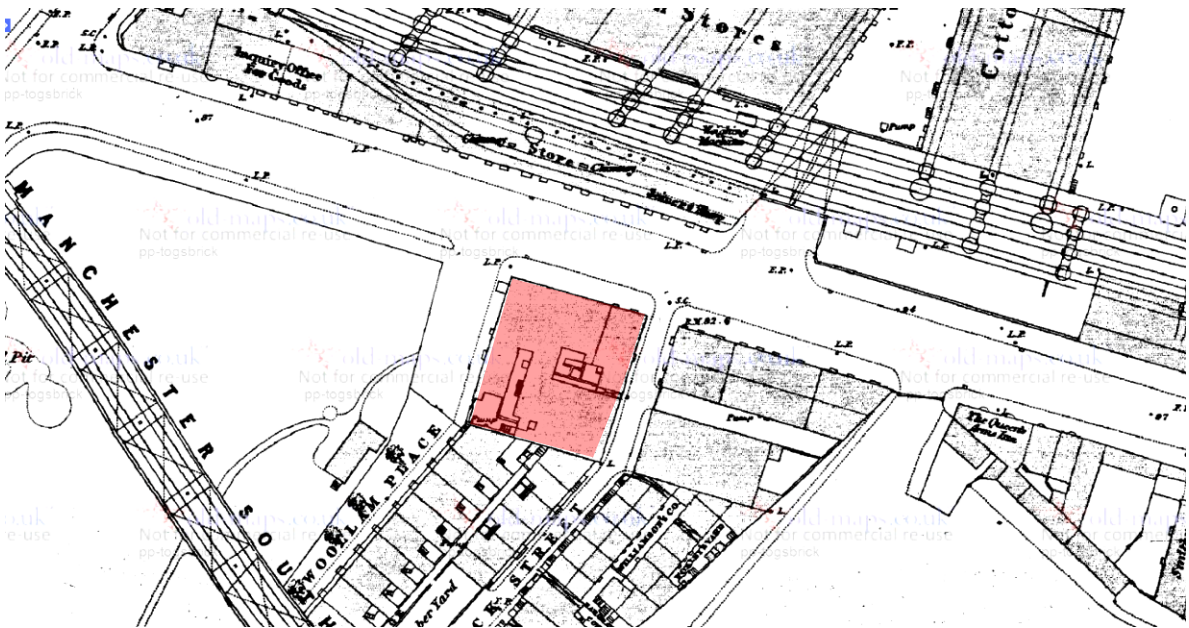
Pigot 1836 – By the date of this map Woollam Place can be seen to have been laid out, and a long row of terraced houses have been constructed along its eastern side. The Site still only contains the Commercial Inn, and its associated rear outbuildings and stables.

Table 1 – Historic Map Regression



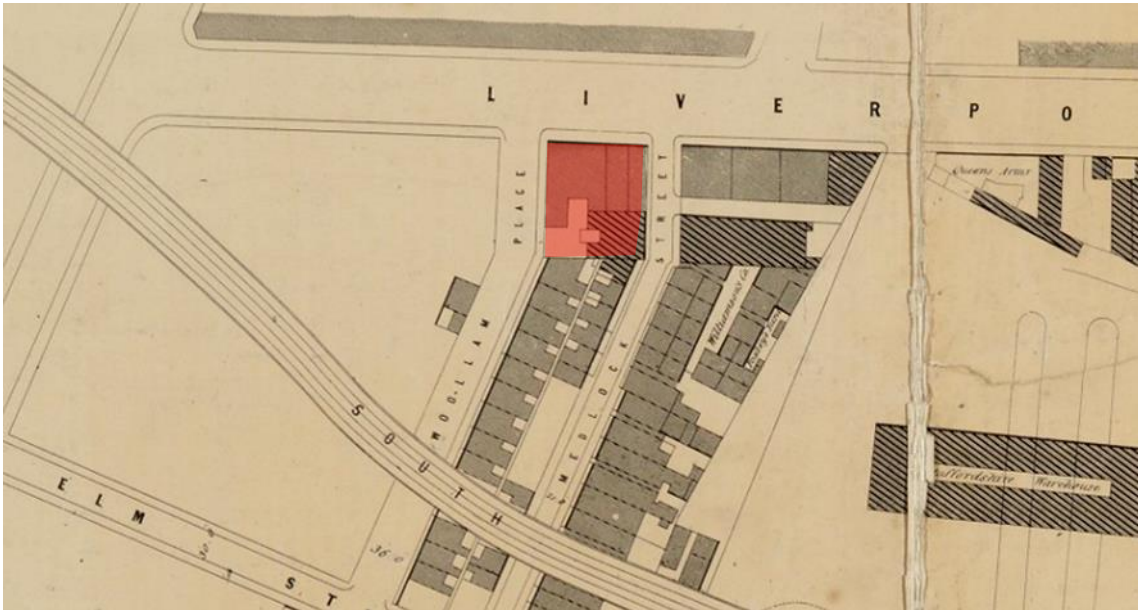
1844 Plan and section of an intended railway, to be called the Manchester South Junction and Altrincham Railway – This map shows that by 1844 the two attached townhouses at No. 121 and 123 Liverpool Road (now No. 123) have now been constructed, attached to the east elevation of the hotel, and can be seen to be connected to the rear stables along the newly laid out Medlock Street to the eastern side of the site.

This map also shows that by 1844 the original passenger services at the railway station have ceased, and it now forms the Liverpool and Manchester Railway Goods Station.



1848 OS – This map shows a clearer illustration of the site in 1848, showing the original link corridor between the main building and the rear stables/coach house.

Table 1 – Historic Map Regression

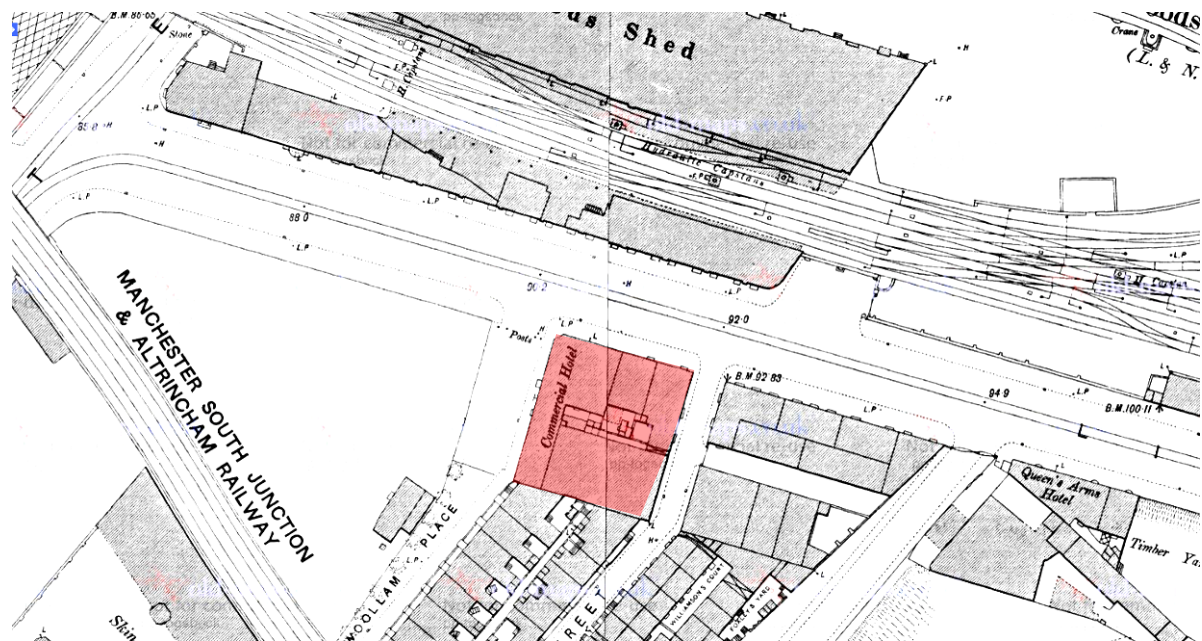


Adshead 1851 – This indicative map shows the rough footprints of the buildings as they appeared in 1851. The map shows that by this date, the Commercial Hotel had ceased to be used as an Inn, and instead is marked as residential (shaded grey), whereas the rear stables and coach house is marked as commercial (hatched grey).

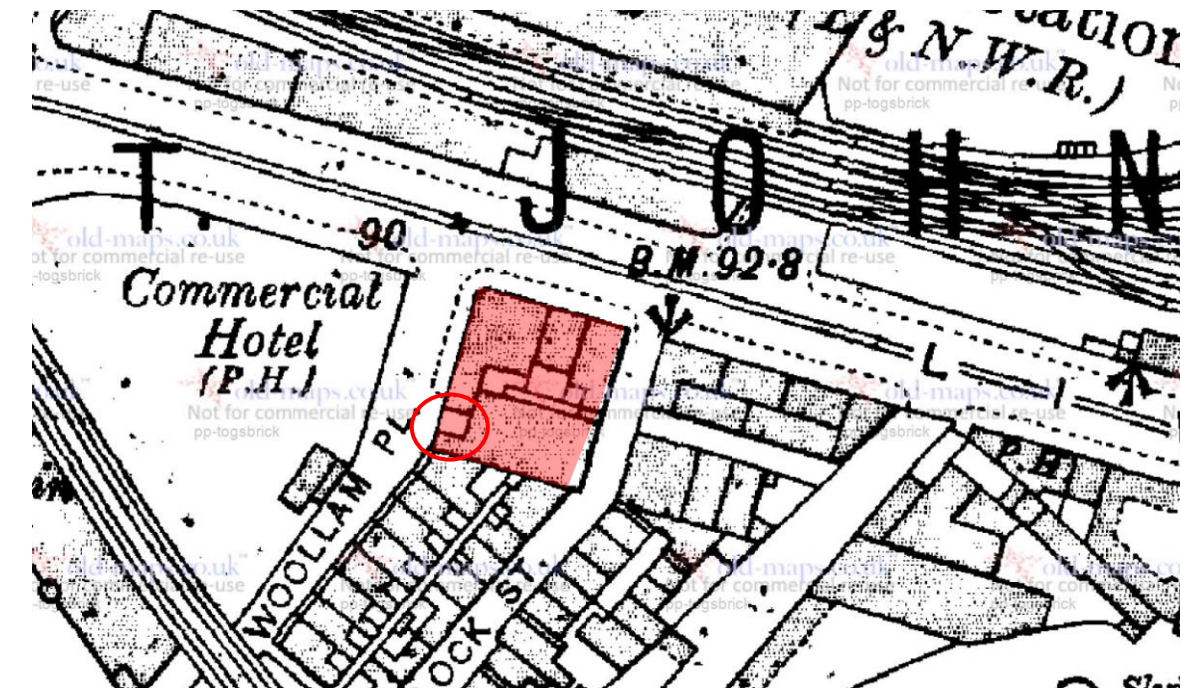


Simms 1858 - City of Manchester and its Neighbourhood – By 1858 the hotel is still in residential use, and not marked as an 'Inn'. It is likely that the hotel is being used as a school by teachers John and Eliza Powell, who taught from there in 1861-3.

Table 1 – Historic Map Regression

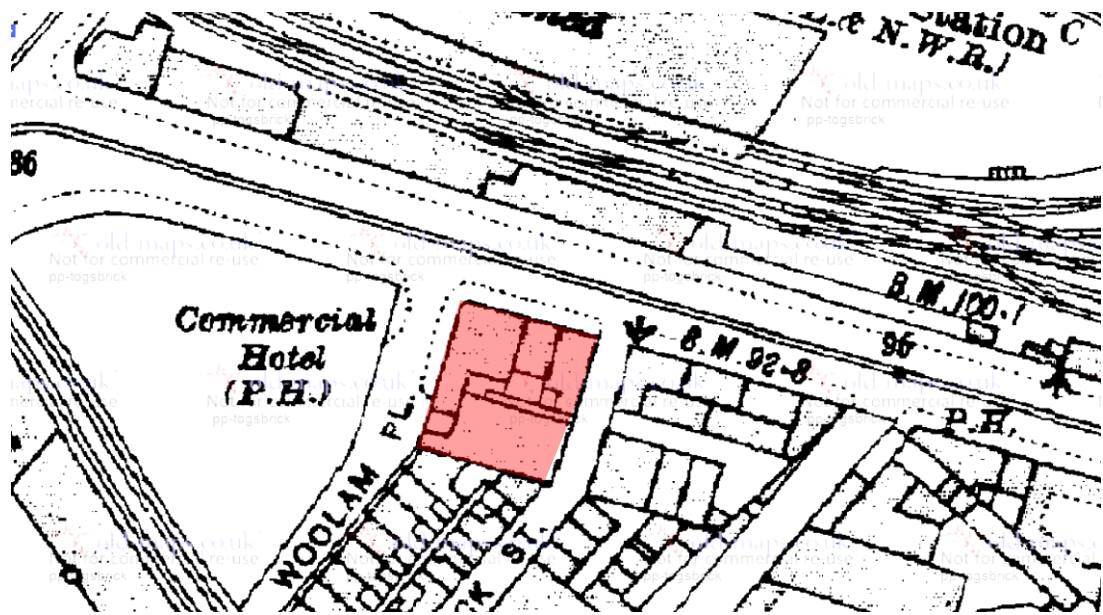


1891 OS – By the early 1890s the hotel can be seen to now be detached from the rear stables and coach house. Having gained a new licence in 1864 the building is once again marked as being the 'Commercial Hotel'. The building can now be seen to have a splayed corner entrance on the corner of Liverpool Road and Woollam Place. The former stables at the rear of the hotel can be seen to have been extended west to meet with the Woollam Place aspect, although this may suggest lean-to outbuildings.

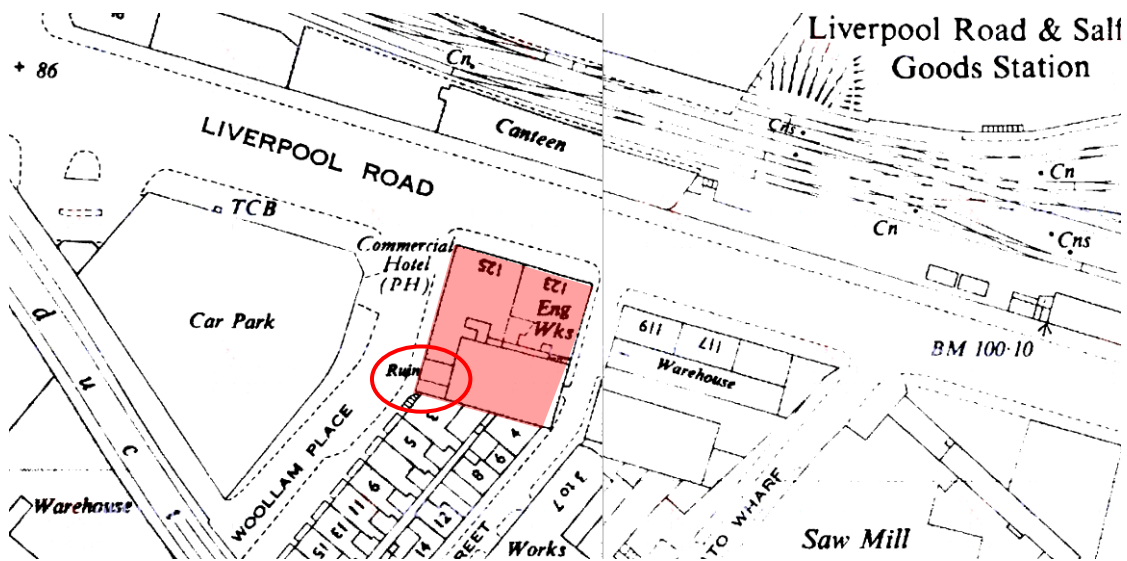


1908 OS – By 1908 the site appears to have not changed except for the outbuilding to the south of the outrigger (circled red).

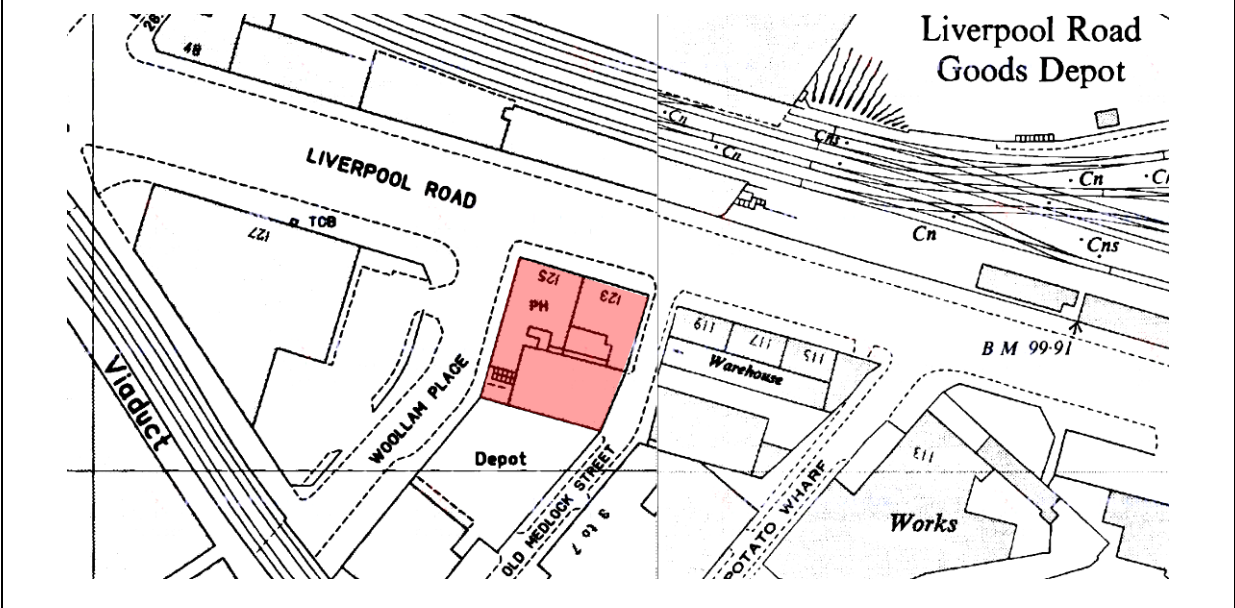
Table 1 – Historic Map Regression



1922 OS – By the early 1920s the site appears to have not altered.

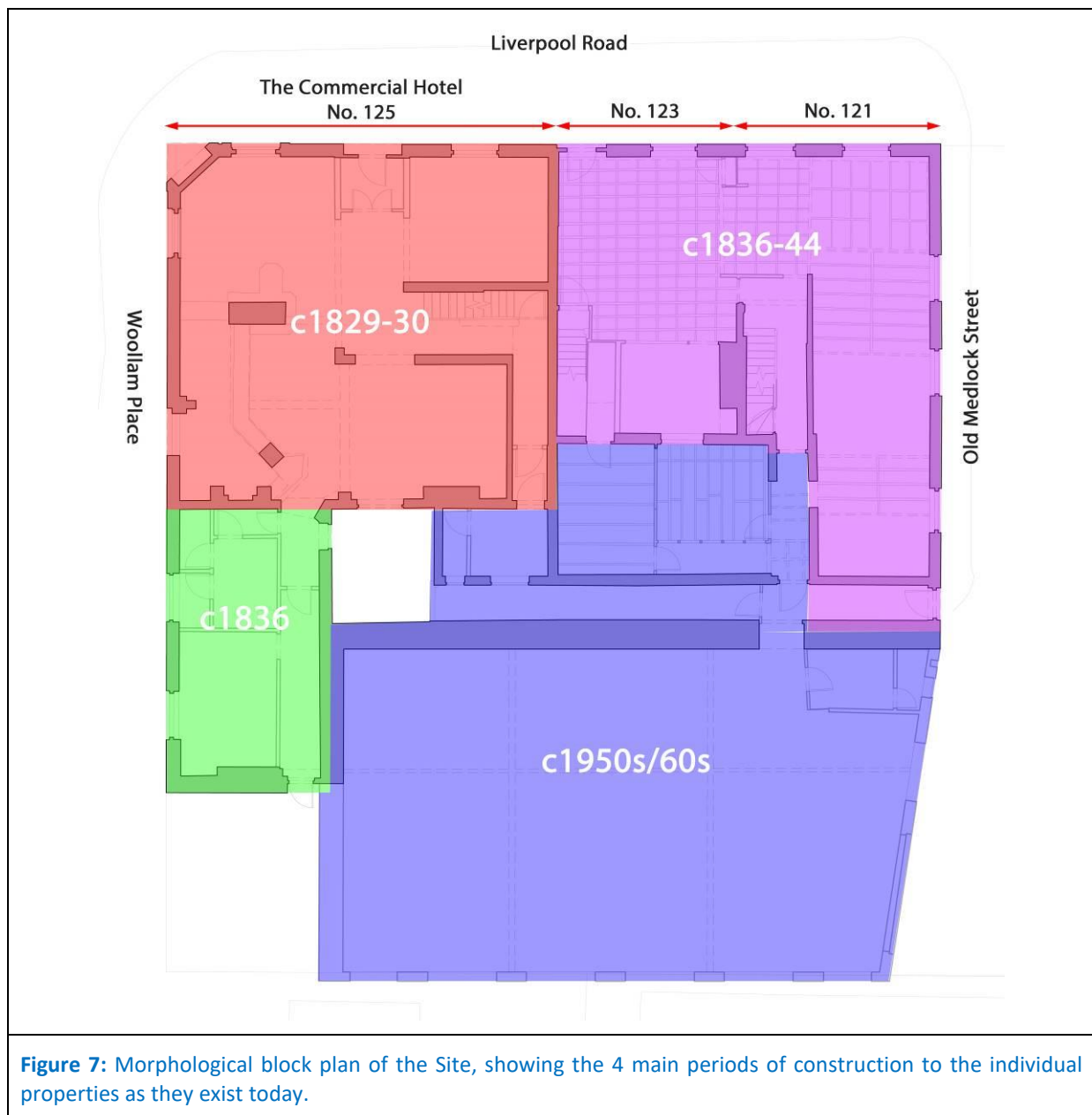


1948 OS – By the late 1940s the site has changed little, with the exception of No's 123 and 125 now being combined internally to form an engineering works (Industrial Cooling Equipment Ltd). The single-storey outbuilding to the rear of the western outrigger to Woolam Place, circled red, appears to have fallen into disrepair and is marked as "Ruin".

Table 1 – Historic Map Regression	
	
1963 OS – By 1963 the ruined outbuilding has been removed and a cast iron fire escape staircase erected. The original c1830 stables and outbuildings to the rear of No's 123 & 125 has been demolished and a new industrial unit constructed set slightly back from Old Medlock Street to the east.	

4.4 Historical Development of the Site

The Site today is formed of two separate buildings, the Commercial Hotel at 125 Liverpool Road, and a former office building at the adjacent 123 Liverpool Road (Figure 7).



4.4.1 The Commercial Hotel

The earliest development of the Site and the land surrounding it follows its sale by its then owners, Mr Henry Atherton and Miss Eleanora Byrom. The Site and land surrounding it was surveyed in 1776, and again in 1788 by Thomas Townley for reasons of future development.

The open grassland plots surrounding the Site had been intended to be laid out as a new respectable residential area by Henry Atherton in the late-18th century/early-19th century. Unfortunately, these plans were never realised due to the new Liverpool Railway passenger railway station being cited directly opposite the site in 1830.



Figure 8: An oil painting of the Rocket at Liverpool and Manchester Railway Station, crossing the bridge over the River Irwell, by an unknown artist c1830. This view, looking east across the Irwell from Salford, shows the start of Liverpool Road from Water Street, and illustrates the partly complete station buildings.

The west elevation of the Railway & Commercial Hotel (the Site) can be seen clearly looking over the mature trees and grassland to the western side of what would become Woollam Place. This painting shows that from its early beginnings, the hotel appears to have used both its Liverpool Road and Woollam Place frontages as main entrances into the building, with a large painted hotel sign extending across the Woollam Place façade and doorway. (Source: Images courtesy of Elaine Ward, National Trust Collection, Greenway, Devon)



Figure 9: Detail of the oil painting of the Rocket at Liverpool and Manchester Railway Station, crossing the bridge over the River Irwell, by an unknown artist c1830. This closer view shows the west elevation before the c1836 extension was constructed.

The painting indicatively shows the original ground and first floor windows were six-over-six sashes, whilst the slightly shorter second floor windows were three-over-six sashes, however, the last surviving original sash window to the No. 123 confirms the lower levels of the building used eight-over-eight sashes, and that this would have meant four-over-eight sashes would have been used on the second floor level.

The brick building to the right of the pub appears to be part of the original rear stables. (Source: Images courtesy of Elaine Ward, National Trust Collection, Greenway, Devon)

An initial Bill to Parliament for the construction of the railway line was withdrawn due to strong opposition for the new railway. Understandably they did not consider the proposed location of a new railway line and station to be an ideal neighbour to their intended genteel dwellings.

Both Ann Atherton and Eleanora Byrom strongly opposed the new railway line into Manchester, however a second Bill was eventually passed in 1826 securing the future of the new railway station.

Due to the area becoming an undesirable location for any intended high-class townhouses, the sites were sold off by Ann Atherton, Eleanora Atherton and Eleanora Byrom to developers in 1824.

The sites on which the Commercial Hotel (No. 125 Liverpool Road) and the two adjoining former houses (No's 121 & 123 Liverpool Road) are located, were both sold on the 2nd and 3rd February 1824 to John Kenworthy (of Kenworthy & Son, agents and carriers in Castlefield), and Thomas Halstead (solicitor).

It appears that John Kenworthy saw a business opportunity in the site and constructed the Commercial Hotel (originally called the Railway & Commercial Inn) on the site at some point between 1824 and 1830, in order to take full advantage of the newly opened passenger railway station opposite. This undertaking, although not directly connected to the new railway line, resulted in the hotel unintentionally being the first commercial railway hotel in the world.

The Liverpool Road Railway Station opened as the first passenger railway station in the world on the 15th September 1830, and just over one month later, on the 30th October 1830, an advertisement in the Manchester Courier provides the first mention of the opening of the new Commercial Hotel –

“Railway and Commercial Inn, Liverpool Road, Manchester – Benjamin Taylor, begs most respectfully to inform the passengers traveling on the line of the Liverpool and Manchester Railway, and the public in general, that he has opened a new and commodious inn immediately opposite the company’s offices, where breakfasts, dinners & etc are regularly provided for the accommodation of such passengers, at times suitable for the arrival and departure of the conveyances, and where every attention will be paid to ensure the patronage of those who may honour him with their support.”

Upon the opening of the new hotel, it became the world’s first railway hotel, specifically catering for traveling tradesmen and businessmen using the newly opened railway line. The term ‘Commercial’ Hotel’ was used throughout the 19th century, and originates from commercial travellers, or ‘traveling tradesmen’, who sought business in towns and cities of which they would set up home for weeks or sometimes months in local hotels, using these for business and for showing products to clients.

Commercial hotels, by the very nature of their clientele, had to provide commercial guests with adequate and comfortable rooms, well decorated and furnished to make their long stays enjoyable. As seen at No. 125, commercial hotels often provided “commercial rooms” and various private sitting rooms and good stabling/horses.

 RAILWAY AND COMMERCIAL HOTEL, EXACTLY OPPOSITE THE COMPANY'S OFFICES, Liverpool Road, Manchester. W. WESTALL, <i>(From Birmingham,)</i> Takes this opportunity to acquaint Families, Commercial Gentlemen, and the Public generally, that he has taken the above premises, which have undergone considerable extension and repair. The house is within ten minutes' walk of the Exchange and principal business streets, and combines at the same time the excellent advantages of country air and quietness, so much unknown in Hotels situated in large towns. The windows of the house command views of the Railway Carriages arriving and departing, to and from Manchester, Liverpool, and Birmingham. The Stock of WINES AND SPIRITS will be found of the first quality, with moderate charges. Capital Stabling, with lock-up Coach Houses. Post Horses, &c.	Figure 10 – An advert featured in the Manchester Guardian in 1837, advertising that William Francis Westall had taken over the hotel premises, and had undertaken “considerable extension and repair”. The advert goes on to explain the hotel “combines at the same time the excellent advantages of country air and quietness, so much unknown in hotels situated in large towns”. At that time to the west of the hotel afforded rural views looking across open pasture and mature trees towards the River Irwell. (Source: Manchester Guardian).
 W. WESTALL (FROM BIRMINGHAM). RAILWAY HOTEL, <i>Exactly opposite the Company's Offices, Liverpool Road,</i> MANCHESTER. FAMILIES, Commercial Gentlemen, and others, will find every accommodation and attention at the above Establishment, which, from its proximity to the Railway Stations, together with its short distance from the centre of the town of Manchester, affords every facility to parties arriving or departing by Railway. The Bed-rooms will be found spacious and airy, combining comfort with cleanliness. Every attention has been paid to the selection of the Wines and Spirits, which are of the first quality. N.B. The house remains open every night till the arrival of the last Train.	Figure 11 – Advertisement in the Freeings Grand Junction Railway Companion 1838. The advert explains that “the bedrooms will be found spacious and airy, combining comfort with cleanliness”. (Source: Manchester Guardian).

By the 12th June 1834 Kenworthy & Co was advertising the hotel to let – “To be let, at considerably reduced rents, the Railway and Commercial Inn, two shops, and three dwelling houses, situate opposite the Railway Station, Liverpool Road...Apply to Kenworthy & Co, Castlefield”.

The hotel was again advertised on the 7th December 1834 –

“To be let, and may be entered upon immediately, the Railway and Commercial Inn, Liverpool Road, Manchester, opposite the Railway Company's Coach-office: has stabling, coach-house & etc. attached, and contains coffee-room, bar, and eight other rooms for entertainment, besides kitchens, bed-rooms, very extensive cellars, and conveniences for making up about thirty beds...Apply Mr J. Kenworthy”.

It appears that William Westall purchased the business and had spent a considerable amount of money in substantially improving and enlarging the hotel, including the constructing the three-storey rear extension along Woollam Place, which had replaced an original brick garden wall structure (see Figures 8 & 9, which show the c1830 view of the hotel).

“W. Westall had recently taken over the business, which had undergone considerable extension and repair, the windows of the house command views of the railway carriages arriving and departing, to and from Manchester, Liverpool and Birmingham – Capital stabling, with lock-up coach houses, post horses etc. combines at the same time the excellent advantages of country air and quietness, so much unknown in hotels situated in large towns”.

An advertisement in the Manchester Guardian dated the 3rd October 1838, describes the Railway & Commercial Inn at that time, and shows that since the enlargement and alterations carried out by Westall it was now called ‘Hotel’ –

“Railway Travelling – In consequence of the alteration in the arrival and departure of the trains for Birmingham and London, W. F. Westall respectfully informs the public that the Railway and Commercial Hotel will remain open for their accommodation till the departure of the first train to Birmingham...and will reopen at half past....for the purpose of providing breakfast for parties leaving by the early trains.

The comfort and advantage to parties sleeping at this establishment, who are about to embark by the trains, must be obvious to all, as a considerable time is save in the morning, and the certainty of not being left behind, which is likely to occur in the houses (hotels/inns) situate at a distance from the railway – Private sitting rooms for families, specious chambers, moderate charges, with every attention to comfort and cleanliness, are the leading principles of this establishment. Post horses: good stabling, with lock-up coach horses.”

The hotel was further detailed in the below advertisement dated the 13th February 1841 –

“Railway travelling to London, Liverpool, Birmingham and the north – Families and commercial gentlemen travelling by the above railways are respectfully informed that they can be accommodated with private apartment, beds, and refreshments upon the shortest possible notice, at Westall’s Railway and Commercial Hotel, exactly opposite the company’s booking offices, Liverpool Road”.

The Liverpool Road Railway Station closed to passenger services on the 4th May 1844; a change that would have severely affected trade at the Commercial Hotel from paying passengers. This appears to be the reason why on the 4th December 1841 John Westall, William Westall’s son, advertised the hotel and contents for auction, stating that the hotel contained *“the usual mahogany and other furniture for large commercial room”,* and *“numerous private sitting rooms, and 22 bedrooms”.* Unsuccessful, a second advert was then published 2 years later on the 17th June 1843, again advertising the hotel and all contents for sale.

The hotel is noted for having a ‘commercial room’ and various sitting rooms, luxuriously furnished with mahogany chairs, tables and sideboards with crimson curtains and carpets and hearth rugs....*“in the bedrooms will be found upwards of 30 capital mahogany four-post, French, tent, and camp bedsteads”*...chintz draperies, bedside carpets, tables and chairs, the lobby had oil floor cloths and suspending and lobby lamps with scagliola pedestals.

The bar contained a large counter with cupboards under, beer engine and spirit fountain, mahogany tables and chairs, Brussels carpet and rug, chimney glass and oil floor cloth. The sale also included the whole of the outbuildings, horses and carriages and vault.

The public house licencing books, which are located within Manchester Central Library Archives, state that the Commercial Inn contained 2 vaults (public bars), a commercial room and domestic accommodation including kitchen, sitting room and 8 bedrooms, and that two doors were used for business purposes.

The Manchester Guardian, February 28th 1863 advertised the hotel to let by Kenworthy & Co of Castlefield, *“well adapted for a public house, having been built for that purpose; five rooms on the ground floor, 15 bedrooms and excellent cellarage”*

In the Manchester and Salford Trade Directory for 1863, No. 125 Liverpool Road is noted as being occupied by teachers; John and Eliza Powell, and the building being used as a school. John Powell was a schoolmaster, and he used the former public house as a boarding school. In April John and Eliza’s six daughters and four sons lived on the premises, along with three boarding pupils aged 8, 10 and 12.

In the Manchester Guardian on August 25th 1864, Mr John Beaumont is recorded as having applied for a license for the Commercial Inn. Beaumont stated that the building was built as an inn at a large expense.

Beaumont stated that when the railway station was built the business was conducted there for some years, but as a consequence of Victoria Station being constructed in 1844, business had declined and the alcohol licence had been given up. Further to this, the relinquishment of the licence had resulted in the building being used as a school for approximately 20 years.

Beaumont said that a new licence was now required in consequence of the construction of a new bridge across the River Irwell, and the making of a new road at Ordsall Lane which would result in an increased population in the area which would profit the hotel.

Beaumont went on to say that the Commercial Inn was the only public house in that district adapted for carrying on the business, and indeed was *“the only commercial house in that district”*, which was a district rapidly increasing in population with factories of all kinds being erected.

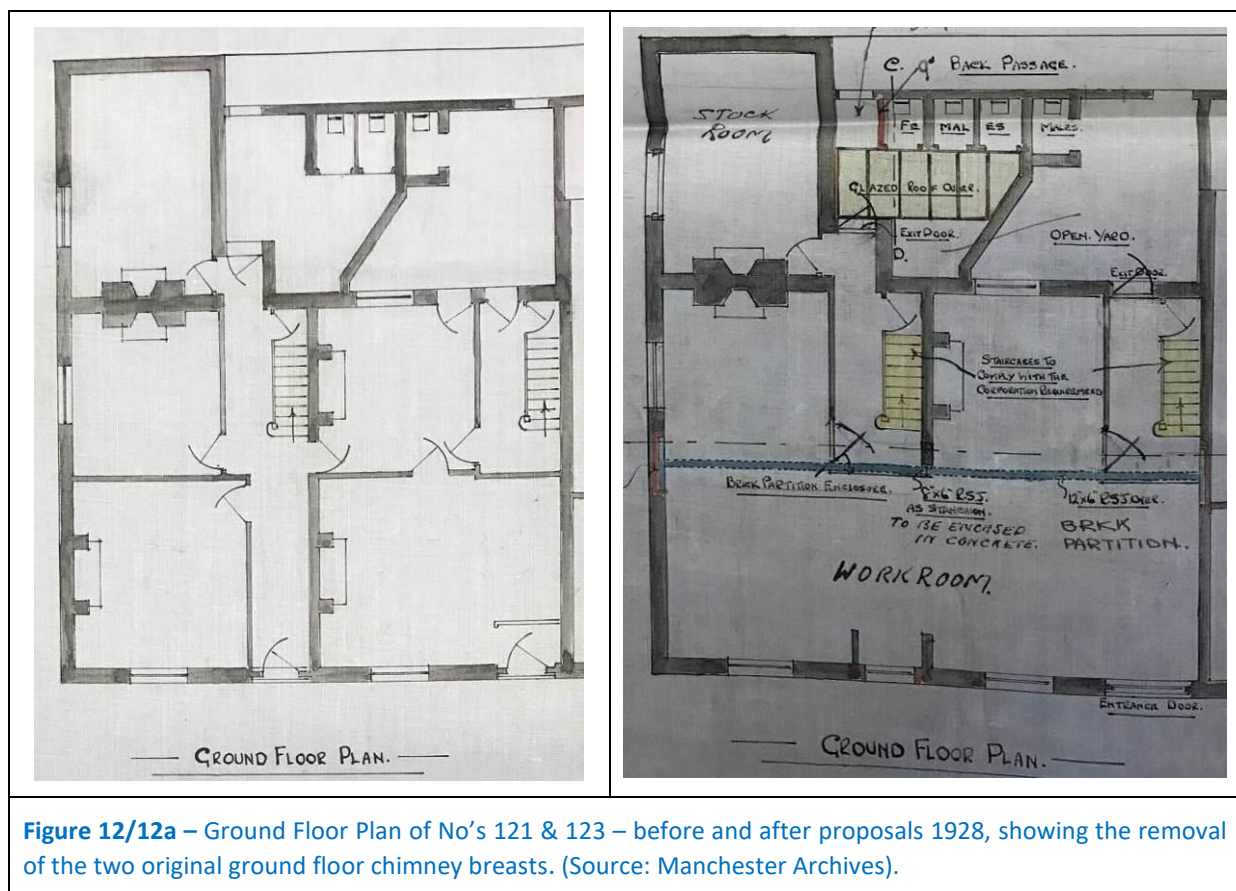
Having received a new licence for the premises in 1863, an advert in the Manchester Guardian on the 12th April 1864, advertised – *“A first-class beerhouse with wine licences, also with one with shop attached”*. The shop was located next door at No. 123 was occupied by John Farr – Bookkeeper, and would be used for various uses during the late-19th century.

4.4.2 Nos. 121 & 123 Liverpool Road

No's 121 & 123 were constructed at some point between 1836 and 1844 as two narrow townhouses in the same style and materials as the adjoining Commercial Inn. The buildings appear to not have been used as houses for long, as by 1855 No. 121 was occupied by J. Horabin's Quadrille Band.

By the 1860s, both houses were occupied by large numbers of boarders and lodgers, illustrating how this part of Liverpool Road was no longer salubrious.

The ground floor level of both former houses was altered in 1928-9 when the two buildings were joined internally and used as workrooms and storerooms for Creese's Brewery. By c1949 the Industrial Cooling Equipment Ltd – a refrigeration company, which had formed in 1935, took over both buildings, making substantial alterations and modernisations to both former houses, including the demolition of the early stables/coach house to the rear of the properties between 1946 and 1953 and the erection of a new factory extension in the c1950s/1960s.



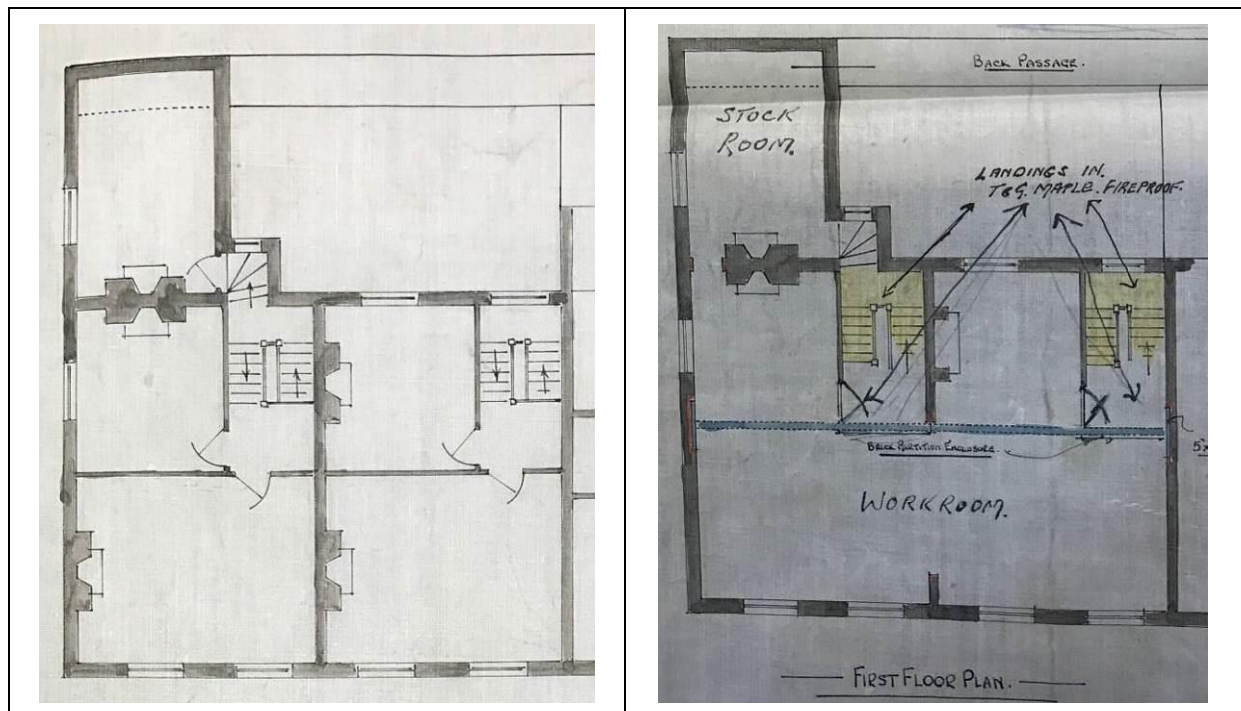


Figure 13/13a – 1928 First Floor Plan of No's 121 & 123 - before and after proposals 1928. (Source Manchester Archives)

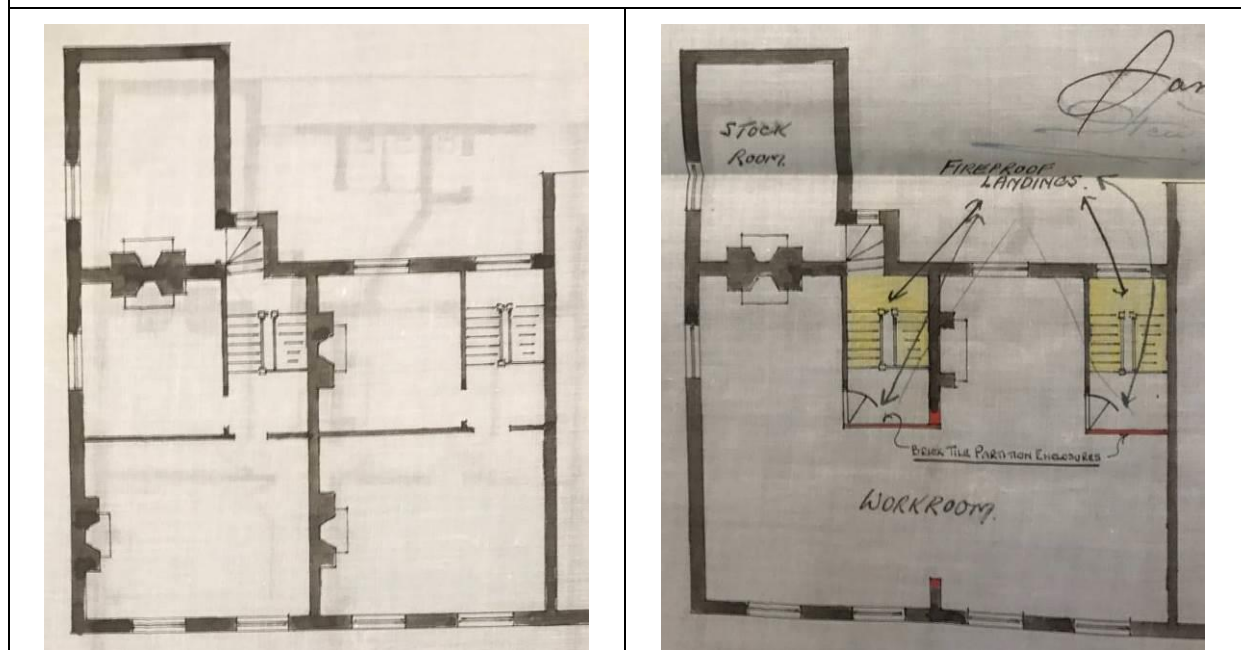


Figure 14/14a – Second Floor Plan of No's 121 & 123 - before and after proposals 1928 (Source Manchester Archives).

In 1986 the company was acquired by the giant American manufacturer, York International Ltd and the firm left the premises.

Table 2 - Property owners/occupiers

	No. 121 Liverpool Road	No. 123 Liverpool Road	No. 125 “Commercial Hotel”
1824	/	/	John Kenworthy – owner of the plot
1830	/	/	Benjamin Taylor – Landlord
1833	/	/	Thomas Ainsworth - Landlord
1837	/	/	William Francis Westall, and Jane Westall - Landlord
1841	/	/	William Francis Westall, and Jane Westall – Landlord and 12 boarders
1855	The Ballroom - J. Horabin’s Quadrille Band	/	/
1861	John & Susanna Holland – Bookkeeper and their two daughters	John & Elizabeth Farr – Bookkeeper to carrier and their three sons and one daughter	John & Eliza Powell – Schoolmaster and their six daughters and four sons and three boarding pupils aged 8, 10 and 12
1863	John & Susanna Holland – Agent and their two daughters	John & Elizabeth Farr – Bookkeeper and their three sons and one daughter	John & Eliza Powell – teachers
1864	/	/	John Beaumont (relicensed the hotel in 1863)
1877	William Ward – Plasterer	John Heywood – Shopkeeper	/
1878 - 1895	Nathaniel and Jane Pearson - provisions dealer/shopkeeper/grocer/butcher		John Neal (landlord 1895)
1881	William and Catherine Ward – Caster, plus 2 daughters and 7 boarders. Plus Charles and Harriet Bates – Warehouse porter, William and Ann Rana – Labourer	Nathaniel and Jane Pearson - provisions dealer, plus three sons, two boarders and one servant	William and Mary Pearson – Landlord, plus one daughter, one servant and three boarders
1883	William and Catherine Ward – Labourer	H. W. Wrigley (Productions) Limited	William and Mary Pearson - Landlord
1886	/	H. W. Wrigley (Productions) Limited	Michael Kelly - Landlord
1911	William Shatwell – Shopkeeper	H. W. Wrigley (Productions) Limited	Samuel Wood - Landlord
1917	/	H. W. Wrigley (Productions) Limited	City Brewery Co (Lichfield) Ltd, Horatio Barnett (landlord)
1919	/	H. W. Wrigley (Productions) Limited	Charles Creese & Co Ltd (owner)
1924	/	H. W. Wrigley (Productions) Limited	James Earnshaw Topping (landlord)
1928	Creese’s Brewery, Hyde (conversion of dwellings into workrooms/storerooms) & H. W. Wrigley (Productions) Limited		Charles Creese & Co Ltd (owner), Charles Edward Welsh (landlord)
1937	/	The ‘Little Theatre’, Manchester Green Room & H. W. Wrigley (Productions) Limited	/
c1949-	Industrial Cooling Equipment Ltd		/

1980s		
Table 3 – Historic images		
		
Figure 15 – Aerial view looking north-east over the site in 1934, showing the former single-storey outhouse to Woollam Place, and the rear of the two-storey original stables/coach house, which was demolished at some point between 1946 and 1953, , likely to have originally provided extra accommodation for the hotel via a now demolished link corridor at ground and first floors. (Source Manchester Local Imaged Archive).		
		
Figure 16: Looking north along Medlock Street towards its junction with Liverpool Road in 1907. The south-east corner of the original stables/coach house is marked by the red box. (Source Manchester Local Imaged Archive).		

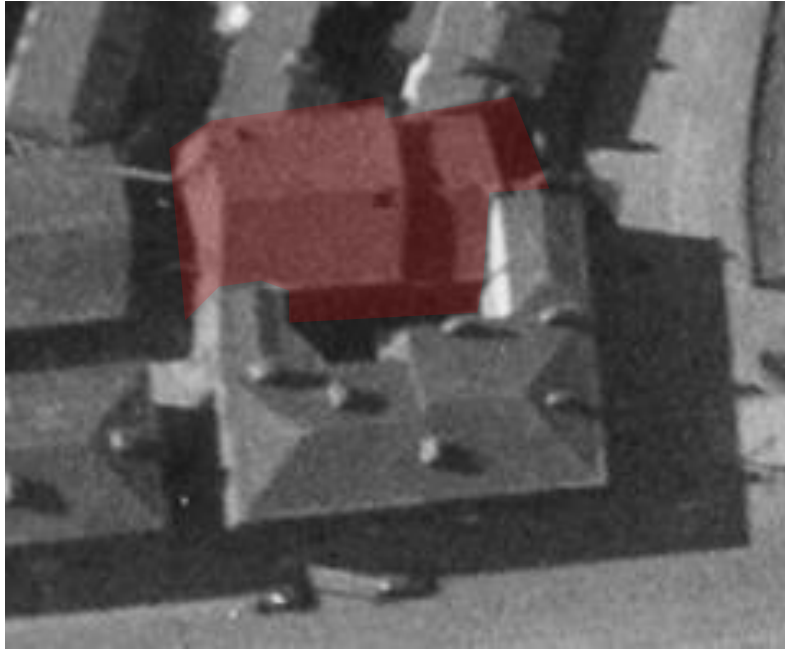


Figure 16a: An aerial view looking south over the Site in 1946, showing the original stables/coach house to the Commercial Hotel (shaded) which can be seen to be of a considerable size compared to the hotel. (Source: Historic England)

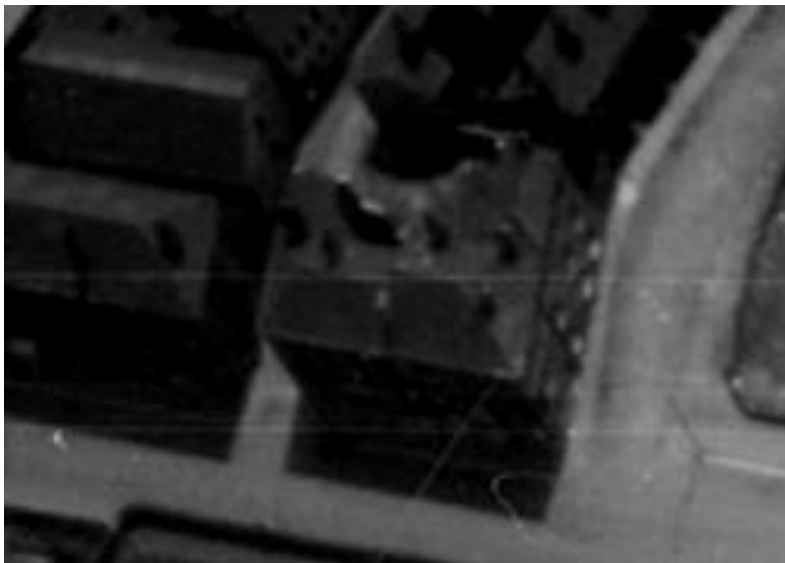


Figure 16b: An aerial view looking south over the Site in June 1953, showing the original stables/coach house to have now been demolished, appearing to have been undertaken recently (Source: Historic England)



Figure 17 – Aerial view looking north over the Site in the early 1980s, showing the large c1950s/60s block on the site of the original stables/coach house. Note the skylight over the main staircase of the Commercial Inn (circled). (Source Manchester Local Image Archive).



Figure 18 - The west elevation on Woollam Place in 1972. (Source Manchester Local Image Archive).



Figure 19 – Looking westerly along Liverpool Road at its junction with Medlock Street (then renamed Old Medlock Street) in 1972. This image shows the modern render coating applied over the front and side elevations of No. 123, along with the insertion of a new window openings on the east and north elevations, and all windows being replaced with casements. (Source Manchester Local Imaged Archive).



Figure 20– The corner of the Commercial Hotel in 1972, showing the insertion of a new glazed door and the removal of the original timber columns either side. (Source Manchester Local Imaged Archive).



Figure 21 – A view looking in a southerly direction towards the front (north) elevation of the Site from the Liverpool Road Station site in 1992. This image shows that by 1992 No. 123 has had its render removed and brickwork restored, including replacement casements in the style of sash windows. (Source Manchester Local Imaged Archive).



Figure 22 – The same view as seen in 1994, showing the reintroduction of two new timber columns and a more appropriately designed timber panelled door.

4.5 Morphological Plans

The following morphological plans aim to illustrate the different phases, additions and demolitions across the buildings. Please refer to the below plans for room numbers in the building description section below (Figures 22 a – c).



Figure 22a – Ground Floor Morphological Plan

Red = Original phase c1829-1844

Green = c1836 alterations and extensions

Pink = c1890s-1910s alterations

Yellow = c1950s-60s alterations

Blue = Modern alterations

Brown = Unknown date

Black = Location of original wall, now removed

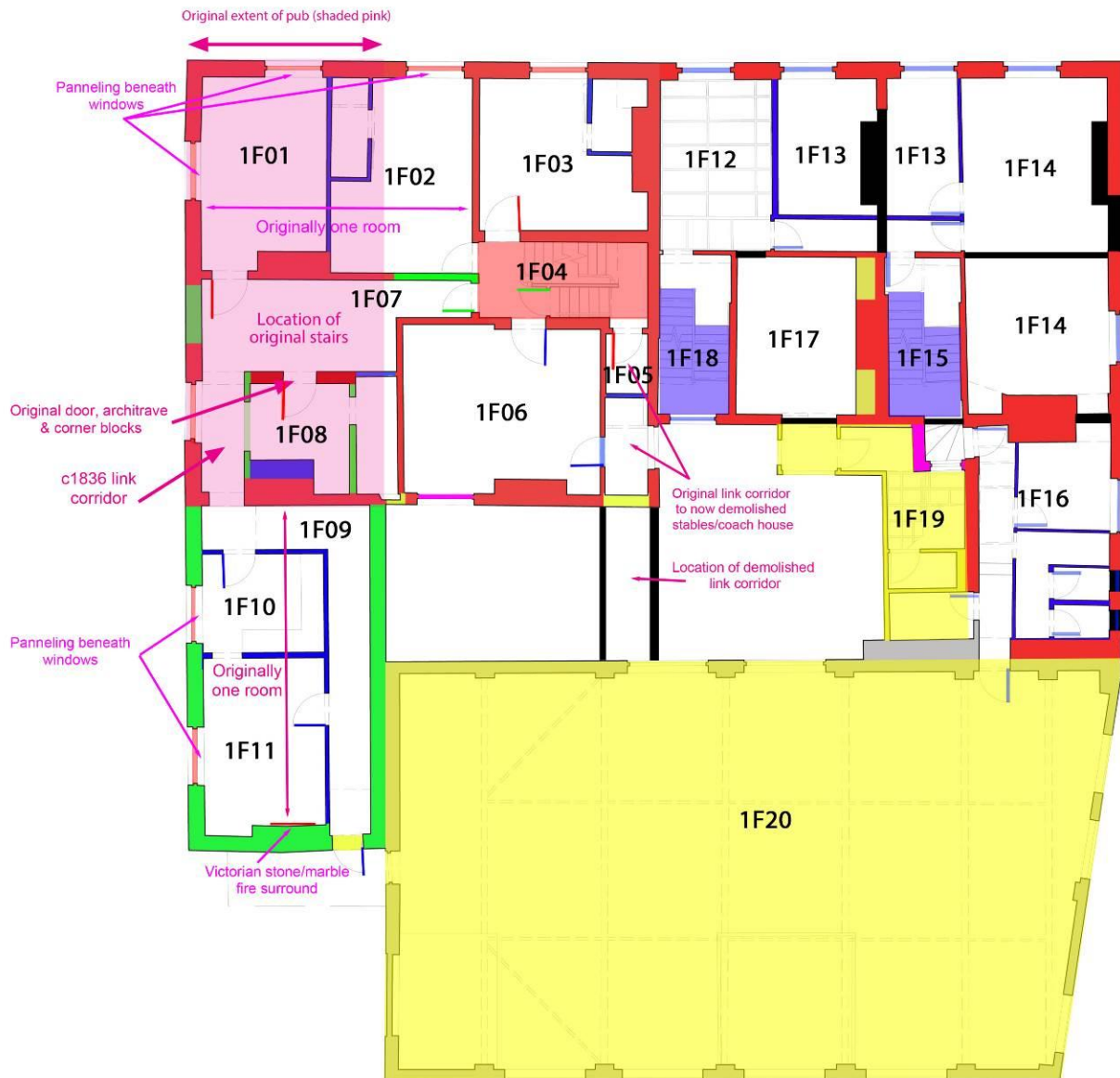


Figure 22b – First Floor Morphological Plan

Red = Original phase c1829-1844

Green = c1836 alterations and extensions

Pink = c1890s-1910s alterations

Yellow = c1950s-60s alterations

Blue = Modern alterations

Brown = Unknown date

Black = Location of original wall, now removed

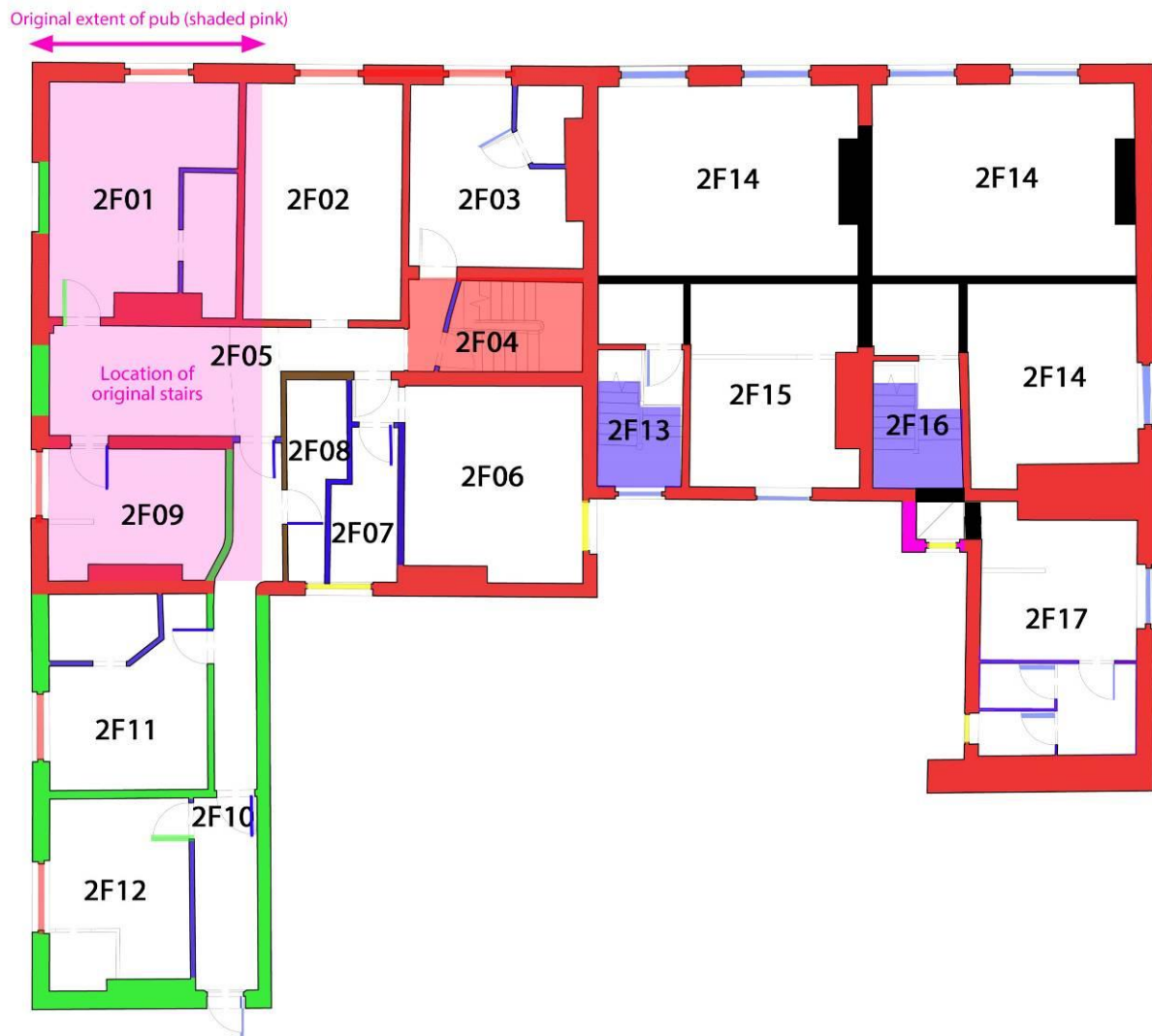


Figure 22c – Second Floor Morphological Plan

Red = Original phase c1829-1844

Green = c1836 alterations and extensions

Pink = c1890s-1910s alterations

Yellow = c1950s-60s alterations

Blue = Modern alterations

Brown = Unknown date

Black = Location of original wall, now removed

5. BUILDING DESCRIPTION

The following section provides a photographic and descriptive record of the building/Site in terms of appearance, planform and survival of historic fixtures and fittings, at the time of SLHA's initial first Survey in 2017 (before LBC was granted) and upon our resurvey in September 2022. This has been used as a comparison to capture and assess the current condition of the building, any unauthorised works, and to establish the sequence of alterations.

Please refer to the above morphological plans in Section 4 (Figures 22a – c), above, for room numbers used in the sections below.

5.1 SLHA visit 2017

5.1.1 No. 123 Liverpool Road



Figure 23 – The north (front) elevation of No. 123 Liverpool Road. Note the original entrance to No. 121 now forming a window to the left, and entrance to No. 123 to the right.

Exterior

No. 123 Liverpool Road was constructed as two separate three-storey (plus basement) townhouses at some point between 1836 and 1844, and were originally numbered No's 121 and 123 respectively.

The ground floor level of both former houses was altered in 1928-9 when the two buildings were joined internally and used as workrooms and storerooms for Creese's Brewery.

In c1949 the two buildings were taken over by Industrial Cooling Equipment Ltd. During their occupation, the company inserted a new shop front between the eastern and western doors, undertook internal alterations and refitting, rendered the front and side of the building and replaced the windows with casements.

The modern openings were restored back to their original appearance along with removal of the render and replacement of the windows during the late-1980s/early-1990s.

The building is constructed of orange/red brick in a Flemish bond. The ground floor level originally contained two separate, wide, round-headed entrances, with each arch consisting of narrow rubbed brick voussoirs. To the left of each doorway is a single flat-arched window opening with rubbed brick voussoirs. The first and second floors contain two flat arched window openings to each of the former houses.

The east return of the building extends along Old Medlock Street (originally called Medlock Street). This elevation extends southwards and includes three separate parts. The return includes the side elevation of No. 123 (originally No. 121) and includes three flat-headed window openings to each floor, which originally would have allowed daylight into the three rear rooms on the ground, first and second floors.



Figure 24 – The east elevation on Old Medlock Street, showing the side aspect of No. 121 to the right with inserted windows outlined in red, and the



Figure 25 – Looking north along Old Medlock Street showing the neighbouring former dwelling to the left, with original entrance into side alley.

neighbouring former dwelling outlined yellow.

This view shows the vertical joint (marked by red arrow) denoting the c1829 stables and coach houses to the left, and the later c1836-44 dwellings which were constructed against it.

The two window openings to the centre of the elevation on the ground and first floors were inserted in the location of the original chimney breast to the front rooms at some point before 1972, and altered to match the original form of the other window openings in the late 1980s/early-1990s, however the windows would have originally been eight-over-eight sashes, and not two-over-two as installed.

The elevation continues southwards into a narrower three-storey dwelling which was built at the same time as No. 121 and 123. This original dwelling contained a single room to each floor, and now forms a part of No. 123 internally, however access from one building to the other is awkward due to both buildings having different floor levels.

The ground floor level contains a narrow round-headed door opening which gave access into an alleyway which would have been secured by a gate supported to the two surviving buff sandstone blocks to the right of the opening. The alleyway led externally through the building to the rear yards of the buildings and stables etc.



Figure 26 – The rear (south) elevation of the building, showing the rear of the east return along Old Medlock Street to the right (outlined yellow). The areas of grey render mark the remains of the original c1829 coach house and stables.

The rear of the building is contained in a small courtyard, now built over at ground floor level, and open at first and second floor levels. The elevations to the rear of Liverpool Road and Old Medlock

Street are simply designed with no embellishments, with small window contained within flat-arched openings.

The first floor level contains a c1950s extension at first floor level, which provided a modern managerial office for Industrial Cooling Equipment Ltd, which included a new panelled office leading into a glazed extension forming a toilet and kitchenette with access onto a first floor balcony.

Interior

Internally the now combined buildings have been substantially altered and modernised. The ground floor level retains little of its original early-19th century detailing or planform, except for the chimney breast in the rear room of what was originally No. 123, an original panelled wooden cupboard to the alcove, and the original upper 8-pane sash window, which forms the only surviving window in the building.



Figure 27 – Looking east across the now combined front rooms of the buildings (GF13).



Figure 28 – The location of the original staircase to No. 123 (GF12).

Both original staircases have also been substantially altered and adapted, leaving only parts of the original panelling to the ground floor level of what was originally No. 123, and no original balustrade or handrails.

Between ground and first floor level, in what was originally No. 121, the landing continues up into the rear building via a short flight of steps, which was inserted at some point before 1928, linking the two buildings. This range of rooms were not able to be accessed at the time of the survey.

The first and second floor levels retain little of its original planform or historic fabric. The basement level of the building retains much of its original planform and historic fabric, including flag stone floors, stone steps and original coal-powered washing tubs or “coppers”.



Figure 29 – The surviving original timber panelling to the side of the staircase in No. 123 (GF12). Note the original access to the basement beside the panelling is blocked.



Figure 30 – The modern staircase inserted in the location of the original example at what was No. 121 (GF14).



Figure 31 – The surviving original, hand made,



Figure 32 – The last surviving original eight-over-eight

panelled alcove cupboard to the rear room of No. 123 (GF13).



Figure 33 – The rear room on the first floor, showing the 1950s panelled interior and glazed extension (1F17).

sash window within the building located in the rear room of No. 123 (GF13).



Figure 34 – A view looking across the now combined dwellings (south of 1F13).



Figure 35 – The first floor landing of No. 123, showing the later inserted steps into the first floor level of the building.



Figure 36 – Looking through the adjoining property.

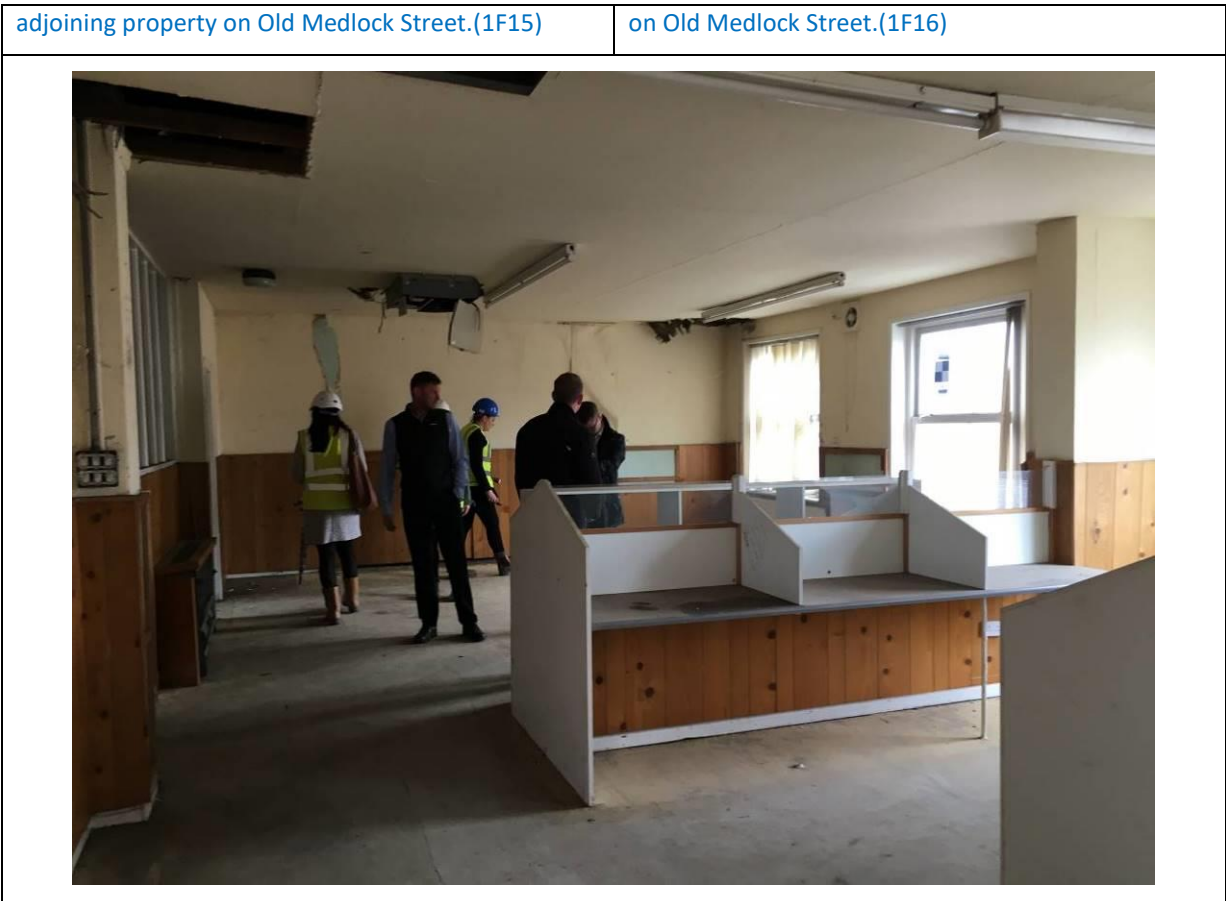


Figure 37 – The second floor looking west through both original dwellings.(2F14)



Figure 38 – Second floor looking towards the front of what was No. 121. (2F14)

5.1.2 No. 125 Liverpool Road (The Commercial Hotel)



Figure 39 – The front (north) elevation of the Commercial Hotel (No. 125 Liverpool Road).

Exterior

The principal elevation of the Commercial Hotel fronts onto Liverpool Road. The building is double-fronted, with a central entrance door contained within a wide, brick-voussoir arch. The original panelled door and side columns have since been replaced. Flanking the entrance are two flat-arched window openings, also using rubbed-brick voussoirs.

These windows, along with the remaining windows on the ground floor level of the Woollam Place elevation, were replaced with plate glass casement windows at some point during the c1890s-1900s, when the bar was altered and refurbished.

As part of this refurbishment, the distinctive corner entrance was inserted in order to provide a direct entrance into the bar area. This alteration included the removal of the original matching ground floor windows to Liverpool Road and Woollam Place, and their replacement with large plate glass windows which form a 'shop front'.

The first and second floors of the north elevation contain three window openings, each containing a mid-to-late 19th century two-over-two sash window. The original fenestration of the hotel would

have been six-over-six timber sash windows, with no horns. A Victorian replacement of this original design can be seen retained in the rear first floor bedroom.



Figure 40 – The original entrance into the hotel, showing the partial survival of classical door case.



Figure 41 – The c1890s inserted corner entrance and bar shop fronts on the corner of Woollam Place.

The hotel's side return extends along Woollam Place to the west of the building. When the hotel was originally constructed, this aspect of the building would have looked out over open fields, trees and the River Irwell, and was advertised at the time as having the "advantage of country air" (see Figures 8 & 9, which show the c1830 view of the hotel).

This elevation originally matched that of the Liverpool Road elevation and contained a central doorway within a brick arch and flanked by two sash windows. The first and second floor levels contained three window openings, the middle window to the first and second floors were bricked-up when the c1836 extension was erected to the south to allow for circulation into the new extension from the existing hotel (see Figures 8 & 9, which show the c1830 view of the hotel).



Figure 42 – The west return elevation along Woollam Place, showing the c1836 extension undertaken by William Westall to the right of the red line. (see Figures 8 & 9, which show the c1830 view of the hotel).



Figure 43 – The now blocked central entrance on Woollam Street (see Figures 8 & 9, which show the c1830 view of the hotel).



Figure 44 – The vertical joint between the c1829 hotel to the left, and the c1836 extension to the right. (see Figures 8 & 9, which show the c1830 view of the hotel).

The three-storey c1836 extension was constructed by the then landlord, William Westall, as hotel accommodation. The new building uses the same brick, window openings and flat brick arches as

seen with the original hotel. The two-over-two sash windows are a later Victorian replacement and would originally have been six-over-six sashes.

Between the rear of the original hotel and the extension is a clear vertical joint, which extends from part way up the ground floor level to the eaves, indicating the location of both building periods.

At ground floor level, a vertical joint is partly not present, indicating that originally a single-storey outhouse or garden wall was attached to the rear of the hotel, and that parts of that wall on Woollam Place was retained and built upon to create the extension.



Figure 45 – The rear (south) elevation as seen from the central courtyard space. The structure to the left forms the rear of the 1836 extension.



Figure 46 – A detail of the junction between the original c1829 hotel to the right, and the c1836 extension to the left, showing an original round-headed arched door opening (circled red) from the hotel into the rear yard, which was blocked when the extension was built.

To the centre of the site is an external courtyard, which is enclosed to the west by the c1836 extension, and to the south by the c1950s/60s factory. This external space provides further evidence of the c1836 extension and retains the remains of a now bricked-up original door opening from the ground floor of the original hotel out into the yard. This doorway was blocked when the c1836 extension was constructed.

To the east of the courtyard elevation (south) is a blank brick wall at first and second floor level; this appears to have been altered in the past and is likely to have one been the location of a link corridor from the ground and first floor of the hotel into the stables and coach house block to the rear of the site (now the location of the c1950s/1960s factory).

Evidence of this link remains in the form of an original doorway retained on the landing between the ground and first floors (see Figure 55), which would originally have entered into a corridor linking into the coach house and stables block, possibly for additional hotel accommodation.

This corridor arrangement can also still be seen directly below on the ground floor, where the corridor remains but now terminates at a modern toilet block (see Figure 53).

The rear c1965/60s factory building is of no heritage significance and will not be appraised as part of this report.

Ground floor

The building is entered from the original doorway on Liverpool Road. The entrance leads into a largely open-plan space, which originally consisted of four main rooms that have since been opened out by removing some original walls.

When first constructed, the ground floor contained two rooms either side of a central entrance corridor, with two rooms at the rear of the building. The corridor formed a “Z” plan, and extended past a central staircase to all floors, and via a link corridor to the rear stables/ coach house.



Figure 47 – The front bar lounge looking east (GF2)



Figure 48 – The front bar lounge (GF2) looking west towards the entrance and main bar (GF3/1)

The four rooms and corridor retain their original plaster cornice and chimney breasts and down stands indicating where historic walls have been removed.

The main staircase dates to the original construction of the building, however the section between ground and first floors was altered in the late-19th/early-20th century when the hotel was modernised.



Figure 49 – The altered entrance vestibule. (GF1A)



Figure 50 – The former chimney alcove to the corner bar to the west, showing the later removal of a wall and insertion of decorative corbel.(GF1)

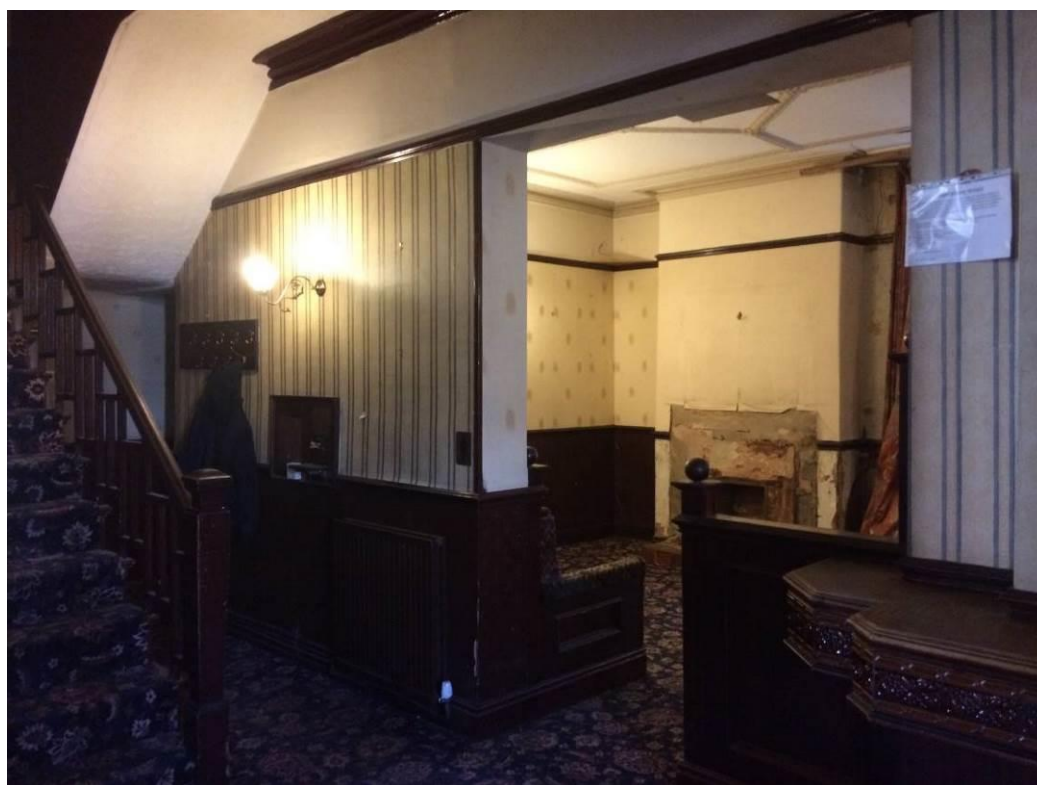


Figure 51 – Looking east into the staircase hall (GF3). To the far end of the corridor is a side passage that originally gave access into the rear stables/coach house and presumably extra bedroom accommodation. The

room through the opening is GF5)



Figure 52 – The altered c1890s-1900s staircase (GF3).



Figure 53 – The rear corridor (GF3) which would originally have linked the hotel to the original rear buildings in the yard. This corridor was removed when the stables were demolished and now lead into a modern toilet (GF9).



Figure 54 – The rear (south) reception room (GF4), showing the original plaster cornice and 19th century

plaster ceiling border decoration. The door to the right leads into the small courtyard and was formally a window.

First Floor

The architectural design and remaining fixtures and fittings on the first floor are of higher quality than found on the ground and second floors and would have originally contained several private sitting rooms and a commercial room for guests.

The room to the north-east corner of the floor, overlooking Liverpool Road, retains its original chimney breast and plaster cornice, its wide timber doorframe featuring circular corner blocks are characteristic features of the 1820s/30s and are original to the building. A further example can be found directly opposite on the southern side of the corridor.

The central bedroom overlooking Liverpool Road was created by dividing the large former commercial room into two. Originally the commercial room extended west to Woollam Place and contained three large windows.

The position of this room was important in order to provide commercial guests good views towards the railway station, whilst also affording views west across more rural scenes which could be enjoyed while reading newspapers, writing letters or meeting clients. This now divided room contains the only examples of timber panelling beneath the windows found within the building, denoting its original high status.



Figure 55 – The mid-landing doorway which originally led up into a link corridor connected to the first floor level of the now demolished rear stables/coach house building. Now a foreshortened cupboard (1F05).



Figure 56 – The original c1829 staircase at first floor level. (1F04)



Figure 57 – Looking from the top of the stairs into two rooms facing Liverpool Road. (1F04)



Figure 58 – An original six-panelled door and distinctive architrave with circular corner blocks on the first floor corridor (1F07) leading into 1F08.



Figure 59 – Looking from the corridor into the inserted link corridor (1F07).



Figure 60 – The c1836 plaster corbel inserted into the new link corridor to the rear extension 1F07.



Figure 61 – A section of original plaster cornice around the chimney breast of the former commercial room, which is now largely concealed by a modern partition dividing the room into two, as viewed from the eastern side of the partition (1F02).



Figure 62 – A view showing the continuation of the same chimney breast as viewed from the western side of the partition. (1F01).



Figure 63 – Looking north into the former commercial room (1F01), showing the original timber panelling beneath the window. The wall on the right is a modern partition which divides the original room into two halves with the adjacent 1F02.



Figure 64 – Looking south across the former commercial room (1F01), showing the original chimney breast and doorway. The wall on the left is a modern partition which divides the original room into two halves with 1F02.

To the south of the first floor is the inserted circulation route from the original hotel into the c1836 extension. This corridor was constructed along the outer wall of the building to allow for direct access into the new accommodation to the south and resulted in a somewhat awkward planform arrangement featuring an internal sash window within the corridor in order to allow for material light to enter the now shortened and windowless central room.

The start of the corridor was marked by two decorative scrolled plaster corbels, featuring acanthus leaves (one corbel now missing) and flat arch, both contemporary with the c1836 alterations. The plaster cornice to this corridor is also contemporary to this date.

The central staircase is original to the construction of the hotel, and from this floor level to the second floor retains its original hardwood handrail and simple painted square spindles. The c1836 extension has been altered to accommodate access to an emergency external fire escape and landlords living quarters.



Figure 64a – Looking south from 1F10 into 1F11 which was originally one large room probably used as a commercial room or sitting room for guests. Beneath the two sash windows to the right is similar timber panelling as found in the neighbouring rooms 1F01 and 1F02.



Figure 64b – The corner of the room (1F11), showing the Victorian fire surround and panelling.



Figure 64c – The Victorian fire surround, showing the inserted modern partition wall to the left (1F11).

Second Floor



Figure 65 – Looking north along the inserted fire escape corridor (2F10).

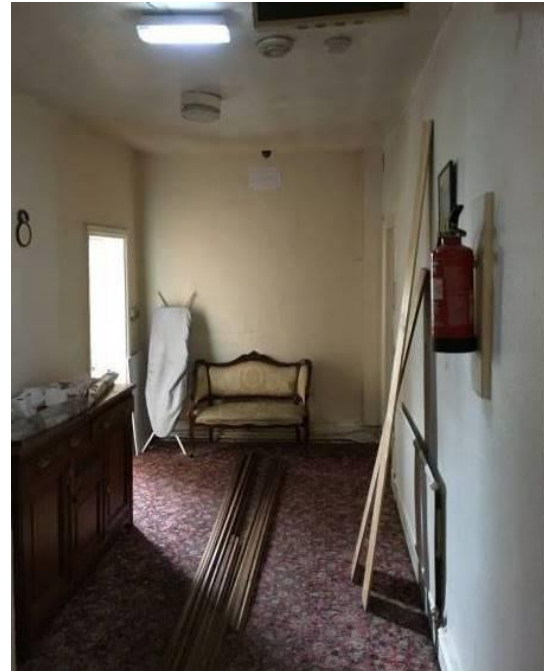


Figure 66 – Looking west along the wider part of the main corridor. (2F05)

The second floor contains little architectural embellishment, and is likely to have contained several simple bedrooms, and possibly the landlord's living accommodation. No historic plaster cornice remains on this floor level, and probably never contained any. Minimal early timber door architraves survive here, and where they do they are relatively plain.



Figure 67 – One of the two bedrooms located in the c1836 extension (2F11).



Figure 68 – An early six-panelled door located in the c1836 extension (2F10), which has been relocated

[leading into 2F12.](#)

Basement

The basement floor is accessed through an original panelled door and set of stone and brick steps beneath the main staircase. The rooms contain plain painted brick walls, and one later Victorian four-panelled door survives.

The area beneath the c1836 extension is constructed from a single brick barrel-vaulted room extending north-south. A small indent within the brickwork to the south-east corner of this room suggests that it once connected to further basement rooms beneath the original stables/coach house.



Figure 69 – The original stone and brick basement steps.



Figure 70 – Looking south into the barrel-vaulted basement room.



Figure 71 – The cellar room below the eastern bar room (GF2).

5.2 SLHA visit September 2022

5.2.1 125 Liverpool Road 2022

Exterior

Since consent for the current scheme was granted in 2018 there has been no alterations to the external elevation of No. 125 apart from the emergency works to the east elevation (See Figure 73).



Figure 72 – The north elevation.



Figure 73 – Looking south along the east elevation, showing the recently completed emergency stabilisation works (circled).

Interior - Ground floor



Figure 74 – Looking north through the former staircase hall (GF14).



Figure 75 – Looking west across GF13.



Figure 76 – Looking south through the eastern part of GF13 showing the large area of collapse from second to basement floor levels.

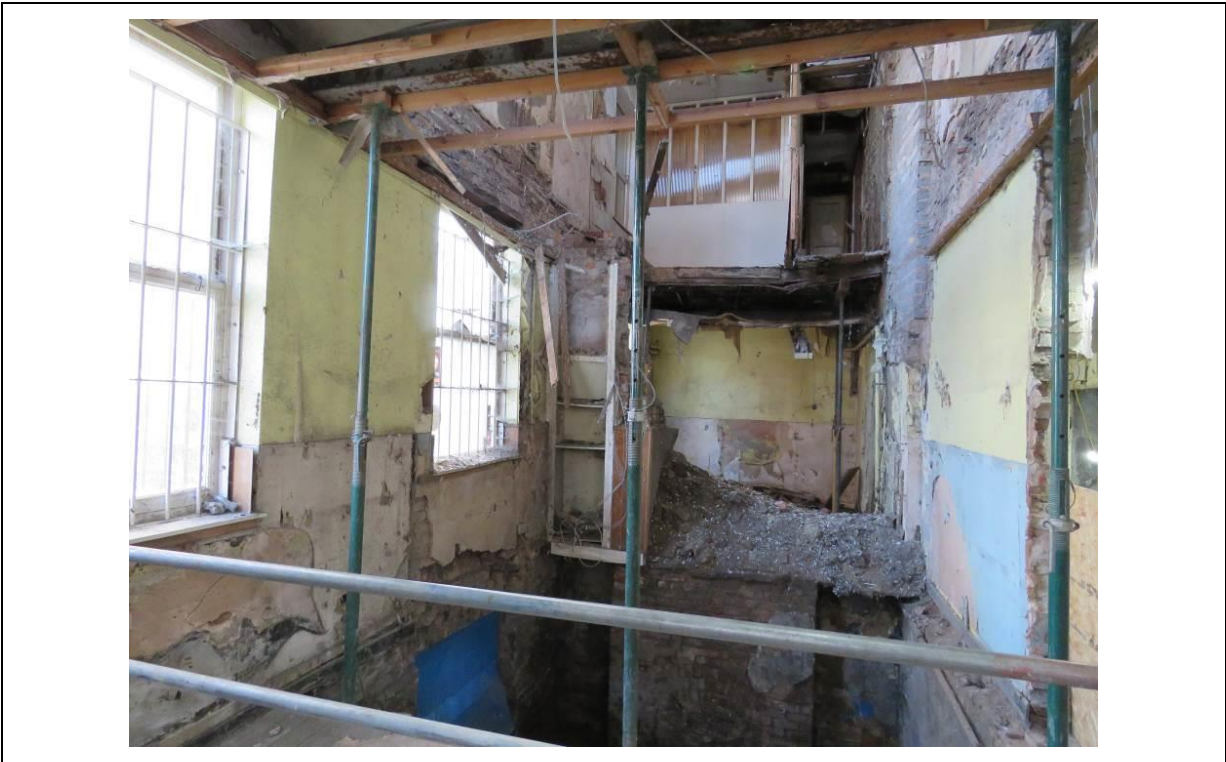


Figure 77 – A closer look at the area of collapse (GF13).



Figure 78 – Looking towards the southern end of the area of collapse (GF13).

Figure 79 – Looking up through the collapsed part of the building from GF13.





Figure 83 – A view looking east into one of the newly discovered subterranean chambers beneath the 1950s/60s building, which originally formed part of the basement of the original coach house and stables.



Figure 84 – A view further east into one of the newly discovered subterranean chambers beneath the 1950s/60s building.

First floor level



Figure 85 – Looking along the north elevation of the first floor (2F14).



Figure 86 - Looking east from 1F12 through 1F13 into 1F14.



Figure 87 – Looking west into 1F12. The doorway leads into the staircase (1F18).



Figure 88 – The collapsed area of the first floor level (1F14) looking into 1F16.



Figure 89 – An area of newly uncovered original moulded timber window surround and plaster cornice above one of the windows in 1F13.



Figure 90 – A small example of surviving original timber skirting discovered adjacent to a window in 1F13.



Figure 90a – A length of newly uncovered original moulded timber window surround and plaster cornice above one of the windows in 1F13.



Figure 90b – A length of newly uncovered original moulded timber window surround and plaster cornice above one of the windows in 1F14



Figure 91 – Looking along the east elevation of 1F14, showing the area of cornice.

Second floor level



Figure 92 – Looking along the north elevation of the second floor (2F14).



Figure 93 – Looking south from 2F14 into the collapsed area of the building (2F17). The stairs (2F16) can be seen to the right.

Basement level



Figure 94 – Looking down the original stone stairs of No. 125.



Figure 95 – Entrances into two of the rooms of No. 125.



Figure 96 – Looking back towards the original stone stairs of No. 125.



Figure 97 – Looking south towards the basement room beneath GF13 adjacent to the original stairs of No. 125.



Figure 98 – The basement room beneath GF13

5.2.2 123 Liverpool Road (Commercial Hotel) 2022

Exterior



Figure 99 – The north elevation.



Figure 100 – Looking south-east towards the Commercial Hotel.

Ground floor

Figure 101 – Looking east from the original entrance hall (GF3) into the adjacent bar room (GF2) which can be seen to have had its original lath and plaster ceiling and cornice removed. The modern doors to the left lead into the entrance vestibule (GF1A).



Figure 102 – Looking up at the removed lath and plaster ceiling and cornice to the entrance hall ceiling (GF3)



Figure 103 – The surviving original plaster cornice, lath and plaster ceiling and decorative ceiling paper found complete in the entrance vestibule (GF1A).



Figure 104 – Looking into the front bar room showing removed ceiling, cornice and timber fire surround (GF2).

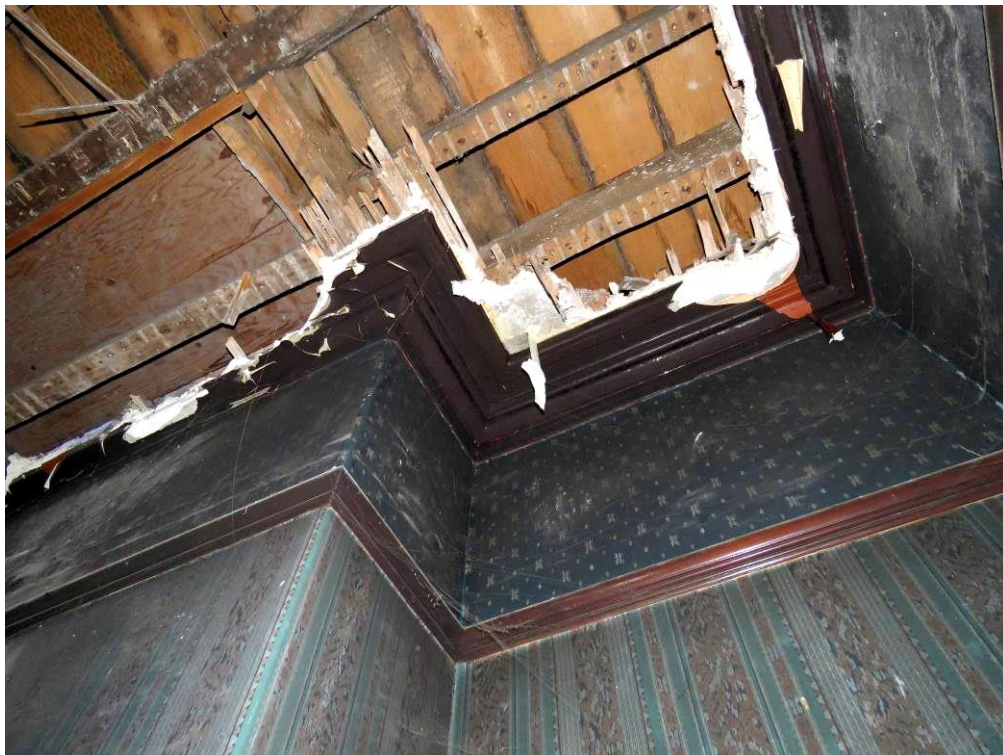


Figure 105 – Looking up at the southernmost alcove to GF2 showing an area of surviving, but damaged, plaster cornice.



Figure 106 – Looking east towards the main staircase and hall corridor of GF3, showing the uncovered black and white tiled floor/ Note the removal of original ceiling/cornice.

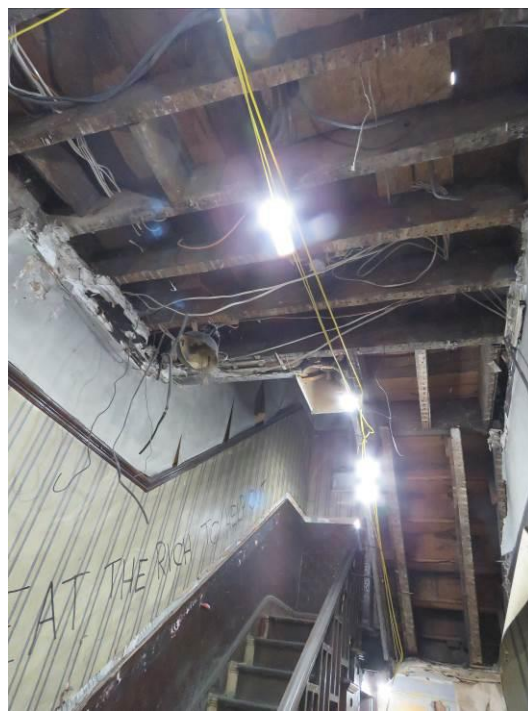


Figure 107 – A detailed view of the removed ceiling and cornice to GF3.



Figure 108 – An area of newly discovered c1920s/30s decorative tiled wall tiles to the hall corridor to GF3.



Figure 109 – Looking south into the second half of the dog-leg corridor of GF3.



Figure 110 – The entrance hall and stairs (GF3) looking into GF4 (right). The original location of the door into GF4 can be seen in the uncovered floor tiles (circled).



Figure 111 – Looking east from GF1 through the original hallway of GF3 into GF2 (left) and GF4 (right) note the demarcation of the original extent of the entrance hall marked by the newly discovered black and white tiled floor.

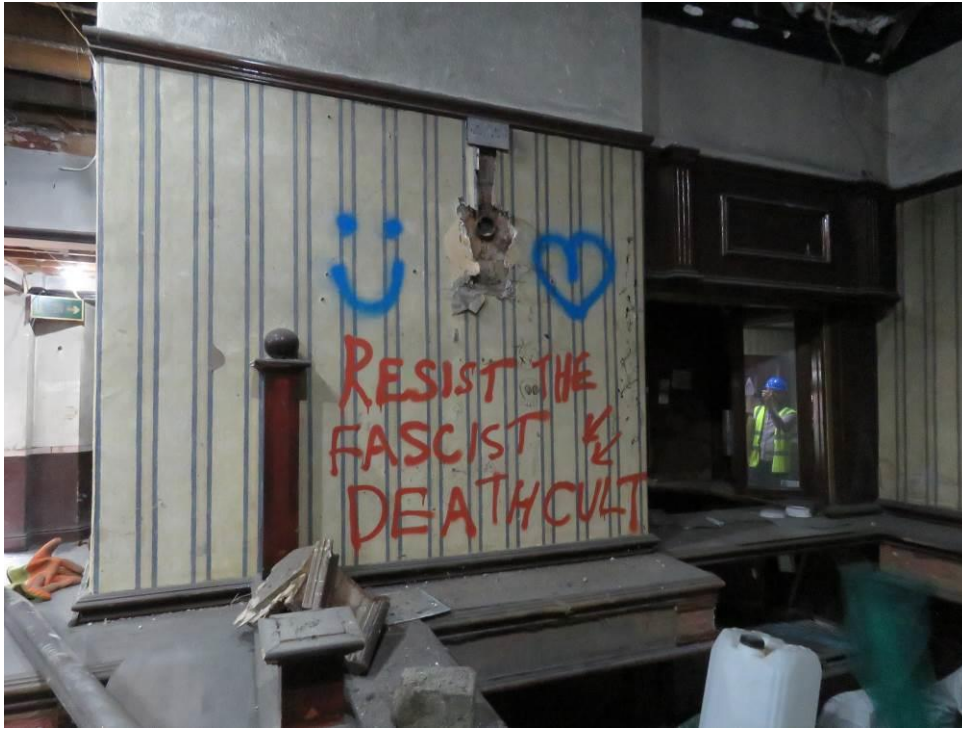


Figure 112 – The chimney breast to GF1.



Figure 113 – The surviving decorative plaster corbel between GF1 (right) and GF5 (left).



Figure 114 – Looking into the rear bar room (GF4), showing the removal of lath and plaster ceiling, cornice, and decorative plaster ceiling decoration.



Figure 115 – The rear bar room (GF4) showing the removal of lath and plaster ceiling, cornice, and decorative plaster ceiling decoration.



Figure 116 – A detailed view of a small area of surviving plaster cornice to the alcove of GF4.



Figure 117 – Looking up at the ceiling of GF5, showing an area of surviving laths, lath and plaster and cornice,

which remains partly concealed beneath the modern dropped ceiling.



Figure 118 – Looking south through GF6/7 and 8, showing the removal of all modern partitions.

First floor level



Figure 119 – The mid-landing (1F04) looking towards an original surviving panelled door to 1F05, which formed the original link corridor to the coach house/stables.



Figure 120 – The first floor landing (1F04).



Figure 121 – Looking south across the landing, showing the removal of original skirting boards.



Figure 122 – Looking north across the landing.



Figure 123 – The original lath and plaster ceiling, cornice and decorative ceiling paper that can be seen to largely survive to the landing ceiling.



Figure 124 – Looking north-east across the two former rooms of 1F01 (left) and 1F02 (right) which can now be seen in its original proportions, showing the consented removal of modern partitions and bathrooms. Note the removal of original skirting boards.



Figure 125 – Original, wide floorboard uncovered in 1F01 and 1F02. Note the removed skirting boards throughout.



Figure 126 – An area of partially surviving cornice to the alcove of 1F01, and small area of removed picture rail.



Figure 127 – Looking south through 1F01, showing the now removed modern partition (shaded red) that divided this room from 1F02. Note the removed original lath and plaster ceiling, cornice, original panelled door to the opening (right) and skirtings.



Figure 128 – A closer view of the location of the missing original panelled door into 1F01.



Figure 129 – The original decorative architrave surrounding the door into 1F02 from the landing.



Figure 130 – Looking into 1F03, showing the consented removal of modern bathroom en-suite to the corner alcove, and unauthorised removal of original lath and plaster ceiling, cornice and skirtings.



Figure 131 – The east elevation of 1F03, showing the consented removal of modern bathroom en-suite to the corner alcove (left) and unauthorised removal of original lath and plaster ceiling, cornice and skirtings



Figure 132 – A small surviving area of damaged cornice to the alcove of 1F03.



Figure 133 – Removed architraves to 1F03.



Figure 134 – Looking into 1F06, showing removal of skirtings, a largely destroyed sash window, and consented removal of ceiling.



Figure 135 – Looking into 1F06, showing the original location of the now removed partition (with consent) which enclosed the original link corridor (1F05) to the coach house/stables from the landing (1F04).



Figure 136 – Looking east across 1F06 towards the now removed partition enclosing the original link corridor. The extent of the former walk-in cupboard of 1F05 can now be seen to the left.



Figure 137 – A surviving area of original skirting to the former link corridor (1F05).



Figure 138 – Looking down into the lower level of the former link corridor (1F05).

Figure 139 – The inside face of the entrance door into 1F06



Figure 140 – Looking across corridor 1F07 towards the door opening into 1F08, which is inaccessible due to fire damage to the floor in front. Note the original panelled door and the left architrave is now missing.



Figure 141 – Looking east along corridor 1F08, showing the removal of original lath and plaster ceiling, cornice and skirtings.

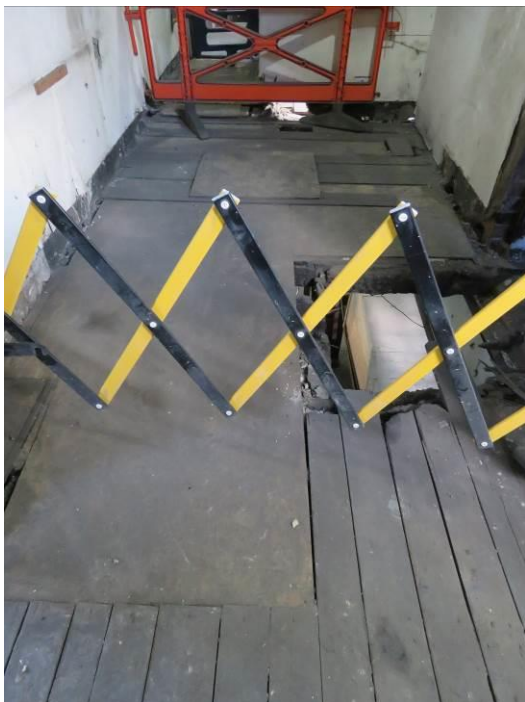


Figure 142 – The now exposed floorboards of corridor 1F07, showing the demarcation of the original staircase to the pub.



Figure 143 – Looking south from corridor 1F07 into the 1830s extension (1F09/10/11).



Figure 144 – The original surviving plaster corbel to corridor 1F07.



Figure 145 – The corridor side of the entrance into 1F01, showing the missing panelled door.

Second floor level

Figure 146 – Looking west from 2F03, into 2F02 and 2F01, showing the consented removal of walls, but the unconsented removal of the downstand beam (shaded red), lath and plaster ceilings and skirtings.



Figure 147 – Looking east across 2F03 showing the removal of skirtings and lath and plaster ceiling.



Figure 148 – The now exposed original wide floorboards in 2F03.



Figure 149 – Looking south through 2F02 showing the removal of lath and plaster ceilings and area of ceiling structure.



Figure 150 – Doorway into 2F03.



Figure 151 – Small surviving piece of skirting to the corner between 2F03 (left) and 2F02 (right)



Figure 152 – Looking east towards 2F03 from 2F02, showing the consented removal of dividing wall, and unconsented removal of downstand (shaded red) and lath and plaster ceiling.



Figure 153 – The doorway into 2F02.



Figure 154 – Looking north-east from 2F02 into 2F03.



Figure 155 – The now exposed original and early floorboards to 2F02.



Figure 156 – Looking east from 2F01, through 2F02 and into 2F03.

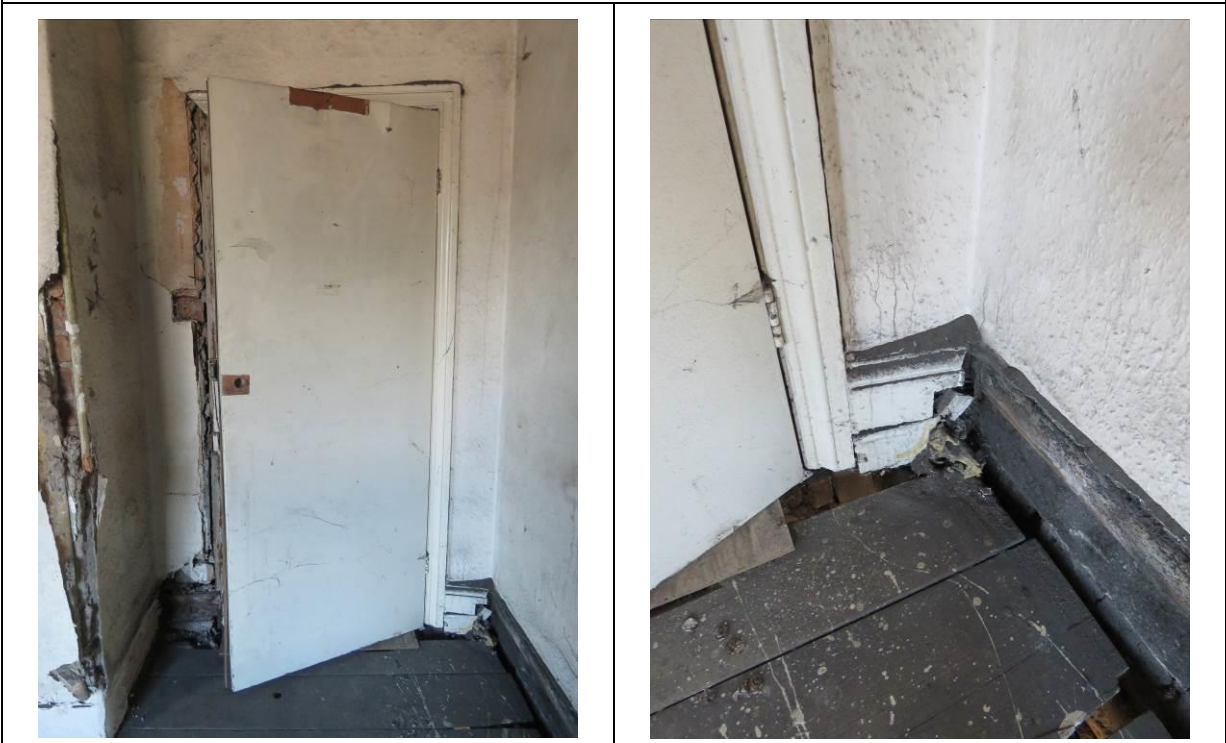


Figure 157 – Door into 2F01, showing area of missing architrave.

Figure 158 – Small area of surviving skirting to the side of the door to 2F01.



Figure 159 – 2F05 looking east, showing removal of skirtings and ceiling.



Figure 160 – 2F05 looking east, showing removal of skirtings and ceiling.



Figure 161 – 2F06, showing removal of lath and plaster ceiling and skirtings.



Figure 162 – Looking south through 2F010/11/12, showing removal of skirtings and lath and plaster ceiling.



Figure 163 – The original rooflight to the head of the staircase (2F04).

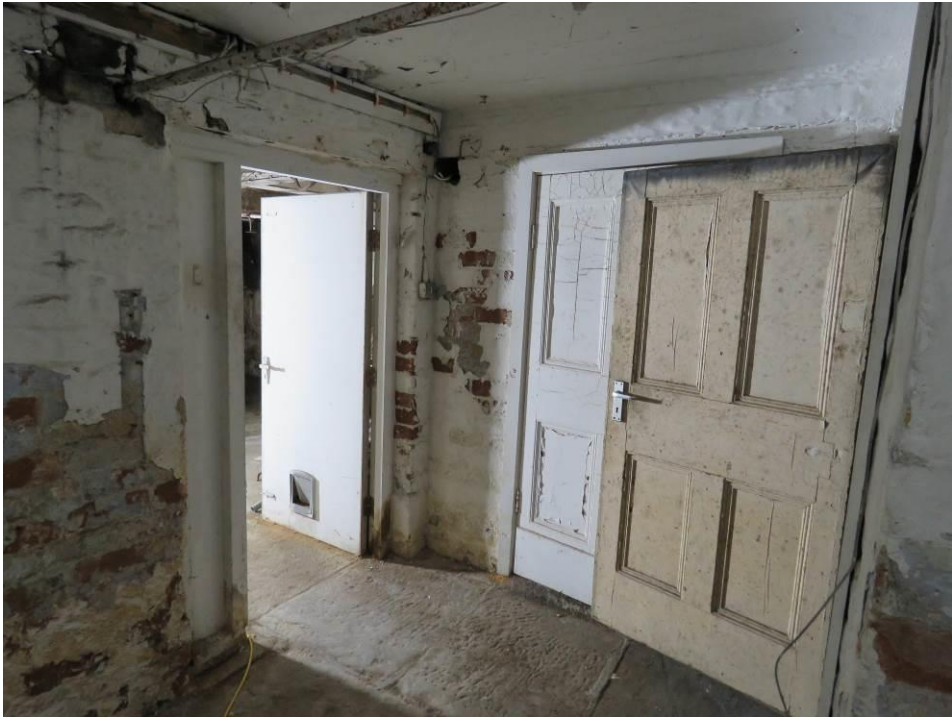


Figure 164 – Looking down the original staircase (2F04), showing the removed original balustrading/handrails and dado rail.



Figure 165 – Detail of the original cut string carved decoration to 2F04.

Basement floor level

	
Figure 166 – The stone basement stairs.	Figure 167 – The room beneath the entrance vestibule to the pub.
	
Figure 168 – Two panelled doors and stone flag floor to the basement corridor.	

6. SIGNIFICANCE ASSESSMENT

6.1 Defining significance

The purpose of the following significance assessment is to use recognised criteria to assess the heritage significance and interest of the Site.

Statutory criteria, as set out in the ‘Principles of Selection for Listing Buildings’, DCMS, 2010, provides a list of principles for assessing significance based on architectural and historic interest, age and rarity, aesthetic merits, selectivity and national interest. Historic England’s criteria outlined in ‘Conservation Principles, Policies and Guidance, 2018’ have also been considered.

The key criteria for listing are special historic or architectural interest. Consequently, in order to determine the significance of a certain component of a heritage asset; the sum of its architectural, historic, artistic or archaeological value needs to be disaggregated and determined.

Accordingly, the significance of a heritage asset is determined by an analysis of the relevant aspects of the following:

<i>Archaeological interest</i> 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.
<i>Architectural and artistic interest</i> 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.
<i>Historic Interest</i> 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 analysis of the significance of the fabric of the Grade II listed 123-125 Liverpool Road below allows for an assessment of the current integrity and authenticity of the building and its components. This has been used to inform and justify the building’s capacity for change, and thus the development of the Proposals.

The focus is on providing necessary and proportional amount of information, in order to justify any proposed alterations, based on the perceived level of heritage significance.

The ‘Statement of Significance’ summarises the contribution of the various components of the Site in order to identify the most and least sensitive areas, which, in turn, will inform and measure potential intervention options.

The significance assessment will inform the subsequent heritage impact assessment (Section 7), which considers the effects of the proposals in heritage terms upon the physical fabric of the

heritage asset. This in turn allows, in a policy context, the extent of “harm” upon the heritage asset incurred by the proposals to be established within the terms defined by the NPPF. The significance assessment accords with the requirements of the NPPF and takes account of Historic England’s guidance.

The below hierarchy of significance is tailored to the Site to outline individual features and building elements across the Site and is not intended to be directly transferable to other listed buildings as the purpose is to disaggregate the relative values of its particular fabric components.

High heritage significance relates to those components of the Site deemed to be of special interest. They are important to the understanding of the site’s design concept and play a considerable role in reflecting its archaeological, architectural and artistic or historic interest.
Considerable significance relates to those components of the structure deemed to be of special interest. They are important to the understanding of the architectural design concept, and play a considerable role in reflecting the buildings’ archaeological, architectural and artistic or historic interest.
Low heritage significance relates to those components of the Site deemed to be of more modest interest. They make a relatively insignificant contribution to the understanding of the architectural design concept and retain a slight role in revealing the Site’s archaeological, architectural and artistic or historic interest.
No significance /Detrimental features and elements within the site that do not contain any special interest. These can detract from the significance of the Site, and can be evidence of poor craftsmanship or ad-hoc refurbishments.

6.2 Statement of Significance – As defined in 2017 using updated terms

The special architectural and historic interest of No’s 123 & 125 Liverpool Road is recognised by their Grade II Listed designations, however there is the need to assess the buildings in order to determine what special interest they yield in heritage terms.

- The Castlefield Conservation Area is the largest conservation area in Manchester. Its focus is the site of the former Roman fort which was situated to the south-west of the area. However, the subsequent remaining developments of the 18th century canal system, and initial early-19th century residential and railway infrastructure, such as the Site, better characterise the area.

No. 123 Liverpool Road (originally numbered 121 & 123)

- The building contributes to the setting of the adjacent Commercial Hotel (No. 125).
- The building retains little of its original domestic planform.
- The building retains few original internal fixtures and fittings except for the original sash window and alcove cupboard to the rear ground floor room, which are all of **high significance**.
- Remaining elements of the original building fabric, such as internal walls, chimney breasts are also of **high significance**.
- The internal spaces were substantially altered and refurbished during the 1920s and c1950s and these alterations are of **no heritage significance**.

- **Low historic, architectural aesthetic interest** is yielded by No. 123 Liverpool Road, through the building's simple and much altered design, and low level of survival of early building fabric and planform.

No. 125 Liverpool Road (Commercial Hotel)

- The building retains much of its original c1829, and later c1836 planform, which are of **high significance**.
- **High historic, architectural and aesthetic interest** is yielded by No. 125 Liverpool Road (The Commercial Hotel), because:
 - It is contemporary with the neighbouring Liverpool Road Railway Station, and thus being the first hotel in the world catering for a passenger station,
 - It clearly retains much of its original/early planform, and evidence of the different uses the hotel originally had,
 - It has been a hotel and public house for an almost unbroken 187 years, and from 1830 until 1844 provided accommodation for passengers traveling on the neighbouring new passenger railway line.
- The north and west elevations are of **high significance**, and illustrate the early changes to the building during the 1830s.
- The bar entrance on the corner of Liverpool Road and Woollam Place was inserted in the c1890s, and although not authentic to the original design of the building, illustrates later changes to the use of the building and are of **considerable significance**.
- The main staircase, and all remaining joinery, panelled doors and cornice dating to the early phases of the building (between c1829-1836) are of **high significance**.
- The rear c1950s/60s factory building is of **no heritage significance**.

6.4 Statement of Significance – As currently defined in September 2022

No. 123 Liverpool Road (originally numbered 121 & 123)

- The building retains few original internal fixtures and fittings except for the original sash window and alcove cupboard to the rear ground floor room (GF13), which are of **high significance**.
- Remaining elements of the original building fabric, such as internal walls, chimney breasts are also of **high significance**.
- Following the removal of later partitions to the first floor level as part of the consented scheme, areas of original moulded plaster cornice, three timber window architrave surrounds and a small section of skirting has been uncovered, and considered to be of **high significance**.
- The internal spaces were substantially altered and refurbished during the 1920s and c1950s and these alterations are of **no heritage significance**.

- **Low historic, architectural aesthetic interest** is yielded by No. 123 Liverpool Road, through the building's simple and much altered design, and low level of survival of early building fabric and planform.

No. 125 Liverpool Road (Commercial Hotel)

- The building retains much of its original c1829, and later c1836 planform, which is of **high significance**.
- **High historic, architectural and aesthetic interest** is yielded by No. 125 Liverpool Road (The Commercial Hotel), because:
 - It is contemporary with the neighbouring Liverpool Road Railway Station, and thus being the first hotel in the world catering for a passenger station,
 - It clearly retains much of its original/early planform, and evidence of the different uses the hotel originally had,
 - It had been a hotel and public house for an almost unbroken 187 years, and from 1830 until 1844 provided accommodation for passengers traveling on the neighbouring new passenger railway line.

Archaeological interest is yielded through the discovery of a number of below-ground, barrel-vaulted chambers and passageways beneath the original location of the stables and coach house.

- The north and west elevations are of **high significance**, and illustrate the early changes to the building during the 1830s.
- The bar entrance on the corner of Liverpool Road and Woollam Place (GF1) was inserted in the c1890s, and although not authentic to the original design of the building, illustrates later changes to the use of the building and are of **considerable significance**.
- The main staircase, and all remaining joinery, panelled doors and cornice dating to the early phases of the building (between c1829-1836) are of **high significance**.
- The surviving original timber floorboards largely date to the original construction and to an early phase, and are of **high significance**.
- A later phases of c1920s black and white tiled flooring and blue and white glazed tiled walls have been discovered within the entrance hall and staircase to first floor level of the Commercial Hotel, and are considered to be of **considerable significance**.
- The rear c1950s/60s factory building is of **no heritage significance**.

7. HERITAGE IMPACT ASSESSMENT

7.1 Scope of Physical Impact

The following section summarises the physical (or direct) heritage impact of the proposed scheme on the Grade II listed 123-125 Liverpool Road. The aim is to demonstrate the cumulative impact of the changes to the existing, consented scheme and the reversal of the unauthorised works to the listed building. A summary of the potential impact of the proposals on the listed building is provided below in **Table 5**.

The key purpose of a Heritage Impact Assessment is to ensure that Proposals demonstrably balance the degree of change, to deliver both an optimum and sustainable use while contributing to wider conservation objectives established in national and local policy.

There is no standard methodology for the appraisal of physical impact on listed buildings, therefore, the method used below is a synthesis of the Historic England's guidance on "*Conservation Principles*" (2008). The assessment is also based on the policy requirements of the NPPF, which requires that new development should be demonstrably 'sustainable' thus securing the protection or enhancement of the historic environment.

Both the already undertaken unauthorised works, and the proposed minor changes to the consented scheme, will result in a degree of intervention and change. Consequently, in evaluating the overall impact of the works as a whole, careful consideration has been given to the 'balance of benefits' presented by the current proposals in order to reach a proportionate and justifiable conclusion.

The current proposals for the building aims to enhance the consented hotel scheme, address any unauthorised works and to reveal and restore lost features that have been recently discovered where possible.

7.2 Assessment Methodology

The impact of the Proposals on the individual components and the overall integrity and significance of the building may be measured as: adverse; negligible; or beneficial. The key objective has been to avoid any further adverse impact, and, where necessary, to ensure that previous instances of unauthorised works are rectified and balanced by additional heritage benefits.

The scale of the overall impact of the proposed works on the significance of the building fabric is evaluated using the following criteria in **Table 4** below:

Table 4: Criteria for defining the degree of physical and visual heritage impact		
Definition of magnitude and nature of heritage impact.	Direct heritage impacts <i>(physical alteration or change to the site's character)</i>	Indirect heritage impact <i>(visual change to the experience or setting of the site and its context)</i>
Major adverse Impact. <i>Substantial harm of this</i>	Development resulting in demolition of a significant historic fabric component which	Substantially harmful change to the fabric and character of a designated heritage asset, or the setting of the identified designated

<i>nature, which results in total loss of significance or fundamentally affects the significance of defined heritage assets, should normally be avoided.</i>	results in total loss of significance, or fundamental compromises the setting of a designated heritage asset.	heritage assets. Where the development severely erodes the heritage values of the identified heritage assets in the view, or the view as a whole, or the ability to appreciate those values and thus results in total loss of significance.
Moderate Adverse Impact. <i>Such less-than-substantial harm will need to be demonstrably mitigated and justified by clear public benefits.</i>	Development resulting in extensive harmful alterations (but not total demolition or fundamental change) of a designated heritage asset or its setting.	Less than substantial harm to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development erodes to a clearly discernible extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Minor Adverse Impact. <i>The negative impact on the setting or overall character will need to be clearly balanced by appropriate mitigation.</i>	Development resulting in alterations to a designated heritage asset which result in minor compromise of its fabric or erosion of its character.	Minor compromise to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development erodes to a minor extent the heritage values of the assets in the view, or the view as a whole, or the ability to appreciate those values.
Negligible adverse impact. <i>This does not mean that there will be no physical or visual change, rather that the resultant difference would not diminish the value of the heritage assets' significant physical fabric, their settings or significance to any appreciable degree.</i>	Development resulting in negligible direct impact on a designated heritage asset which results in the removal of a minor, original fabric component, but avoids diminishing its character and its special architectural or historic interest.	Negligible perceptible change to the character of a designated heritage asset, or the experience and understanding of its special interest. The degree of change would alter, but not diminish, the intrinsic values of the identified heritage assets, or the experience and appreciation of the buildings or the designated area to any appreciable degree.
Neutral Impact. <i>This does not necessarily mean that there will be no physical or visual change, rather that the resultant</i>	Development which comprises an imperceptible physical impact resulting in no apparent change or achieved by removing a component of no heritage value which detracts from the special interest of the building fabric.	Imperceptible change to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. A neutral impact occurs when the development does not affect the values of

<i>difference will be imperceptible or appropriately balanced.</i>		the heritage assets in the view, the townscape as a whole, or the ability to appreciate its significance.
Negligible beneficial impact. <i>The resultant difference will be imperceptible but have a positive impact on the understanding or appreciation of the heritage asset.</i>	Development resulting in a negligible beneficial direct impact on a designated heritage asset which results in the removal of a minor non-original fabric component which is detracts from the character and its special architectural or historic interest.	Negligible perceptible change to the character of a designated heritage asset, or the experience and understanding of its special interest. The degree of change would imperceptibly enhance the intrinsic values of the identified heritage assets, or the experience and appreciation of the buildings or the designated area.
Minor Beneficial Impact. <i>The proposed change would result in a demonstrable improvement to the overall character or setting of a heritage asset.</i>	Development resulting in alterations to a built heritage asset which deliver a minor beneficial physical impact or enhancement of the site's special interest.	Minor enhancement to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development enhances to a minor extent the values of the heritage assets in the view, the view as a whole, or the ability to appreciate its significance.
Moderate Beneficial Impact. The proposed change would result in a considerable improvement to the overall character and appreciation of a heritage asset with clear beneficial enhancement of its heritage values.	Development resulting in alterations to a built heritage asset resulting in moderate beneficial physical impact, or an enhancement of the site's character.	Evident improvement of the fabric and character of a designated heritage asset (or the setting of the identified designated heritage assets) resulting in an enhancement of its cultural heritage values. Moderate enhancement to the setting of the built heritage asset. Where the development will enhance to a clearly discernible extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate its significance.
Major beneficial Impact. The proposed change would result in substantial improvement to the overall character and appreciation of a heritage asset, revealing and/or enhancing important characteristics of its heritage values.	Development resulting in restoration or alterations to a designated heritage asset which comprises substantial restoration of its fabric and historic character and an enhancement of its cultural heritage values.	Substantial improvement of the fabric and character of a designated heritage asset (or the setting of the identified designated heritage assets) resulting in a significant enhancement of its cultural heritage values. Substantial restoration or enhancement of the setting of the built heritage asset where the development will enhance to a fundamental extent the heritage values of the heritage assets in the view, the view as a whole, or the ability to appreciate its significance.

7.3 Unauthorised Works

On completion of the first resurvey of the site by SLHA on the 16th September 2022, it became apparent that a number of works had been undertaken within the listed building without consent. Please refer to the marked-up floor plans below which illustrate the areas where unauthorised works have taken place within the building and where surviving historic fabric still remains/ has been revealed (**Figures 169-171**).

These unauthorised works include:

- The removal of all original lath and plaster ceilings and cornices throughout the Commercial Hotel (except for ground floor entrance vestibule and basement level).
- The removal of the decorative plaster ceiling decoration to the rear ground floor bar room (GF4)
- The removal of the timber fire surround to ground floor bar (GF2).
- The removal of all original and later timber skirtings throughout the commercial hotel (now missing)
- The removal of all, bar two, original panelled doors from the Commercial Hotel (now missing)
- A number of missing areas of architrave, dado rail and picture rail throughout.
- The removal of the entire wall between 2F02 and 2F03 to the second floor level
- Removal of dado rails to staircase of Commercial Hotel.
- Removal of original balustrading and handrails to second floor level of staircase of Commercial Hotel (2F04).

The impact of the loss of the above features and building elements ranges from instances of minor-to-major adverse harm.

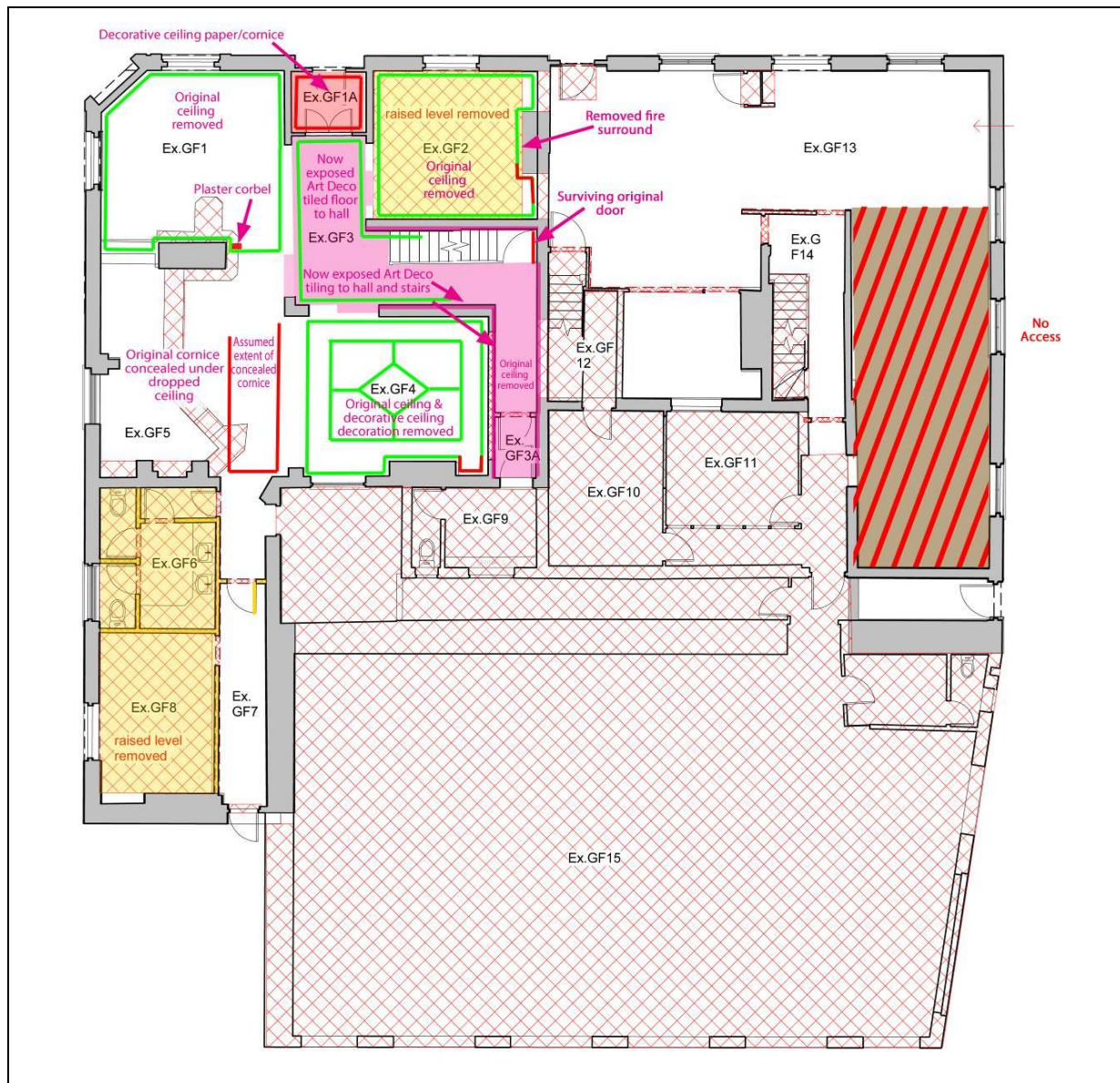


Figure 169 – Existing ground floor plan. Although not shown, all skirtings have also been removed.

- Features discovered since consent granted
- Elements of high significance that survive
- Elements of significance that have been removed without consent
- Elements/areas that have been removed with consent
- Areas/elements with consent to be removed but remain in-situ
- ★ Architraves removed without consent
- Areas unsafe to enter
- Collapsed areas

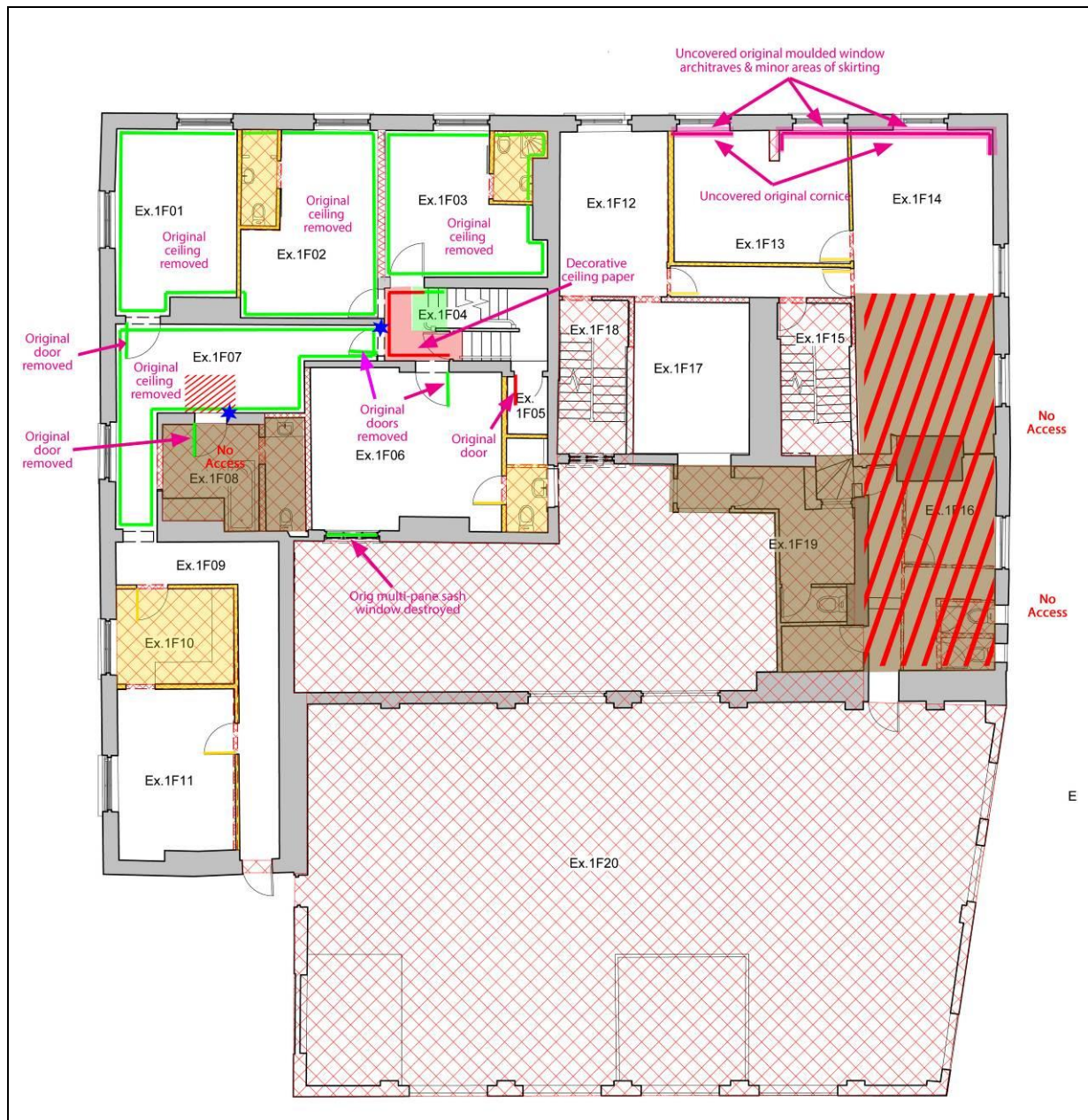


Figure 170 – Existing first floor plan. Although not shown, all skirtings have also been removed.

-  Features discovered since consent granted
-  Elements of high significance that survive
-  Elements of significance that have been removed without consent
-  Elements/areas that have been removed with consent
-  Areas/elements with consent to be removed but remain in-situ
-  Architraves removed without consent
-  Areas unsafe to enter
-  Collapsed areas



Figure 171 – Existing second floor plan. Although not shown, all skirtings have also been removed.

-  Features discovered since consent granted
-  Elements of high significance that survive
-  Elements of significance that have been removed without consent
-  Elements/areas that have been removed with consent
-  Areas/elements with consent to be removed but remain in-situ
-  Architraves removed without consent
-  Areas unsafe to enter
-  Collapsed areas

7.4 Physical Impact Appraisal

The following section sets out in tabular form each of the proposed works to the listed building that were consented in 2018, with an additional column that includes any changes to those consented works concluding with an updated level of impact and any mitigating circumstances.

For the purposes of the table below, “A” means items approved under the original 2018 consented scheme, and “P” means items proposed under the current 2023 application.

Table 5: Physical Impact Appraisal

Basement floor			
Building element	Approved Intervention (A - 2018)	Proposed intervention (P – 2023)	Impact/mitigation (A – 2018 &/or P – 2023)
Excavation of floor level to both buildings	This proposal will be subject to further investigation and survey, but is required in order to provide sufficient head-height to make the space useable. Any remaining historic floor finishes will be recorded prior to removal (i.e. brick and stone flooring to BF1 and BF2). Because the historic floorplan of the basement is largely to be retained, as well as its use as back-of-house space, the ability to understand and appreciate this historic space will be largely maintained.	Spa area and changing facilities introduced to new-build basement. No. 123 – Spa treatment/changing rooms and WC facilities added to No.123 basement following the lowering of existing floor level and insertion of new concrete floor. Retain all surviving stone flags from floors and reposition following the excavation of the floor level using salvaged red brick to mark the locations of the original internal walls to be demolished within the newly laid stone flag floors. No. 125 – Lower the original basement floor level and replace with a poured concrete slab, excluding the hallway to the bottom of the stairs which will form a “well” within the slab, allowing for the original stone flags to be re-laid at their existing height.	(A - 2018) Minor-to-moderate adverse
			(P – 2023) Minor adverse
Localised openings in walls to facilitate inter-connection to	Three openings between the existing basement structure will be made to connect the	No change	(A - 2018) Negligible adverse

both buildings	floor-plate to the proposed extension. The opening within No.125 utilises an existing opening that was blocked up.		
Proposed new stud walls and dry lining, fit out of WC spaces and storage spaces to both buildings	Proposed new stud walls and dry lining, fit out of WC spaces and storage spaces	Proposed new stud walls and dry lining, fit out of WC spaces and storage spaces. Construct stud walls around external walls to No. 123 to accommodate services within small void. Existing chimneybreasts will be left expressed with openings retained.	(A - 2018) Negligible adverse
			(P – 2023) Minor adverse
Three panelled doors to No. 125 (bottom of staircase)	n/a	Retain surviving panelled doors, repair and redecorate	(P – 2023) Negligible beneficial
Ceilings	n/a	Ceilings marked CT-12 on the Proposed RCP - Level B1 plan to retain original lath and plaster ceiling and ceilings marked CT-13 to be under drawn below the retained original ceiling with 60 minute fire resistant Soundbloc boarding and skimed.	(P – 2023) Minor adverse
Ground floor			
Building element	Approved Intervention (A - 2018)	Proposed intervention (P – 2023)	Impact/mitigation (A – 2018 &/or P – 2023)
Existing internal doors and windows	Retain and repair original windows and doors, replace non-original (see schedule by Tim Groom Architects)	Existing c-early-1900s ground floor windows to No. 125 will be retained and repaired, with their original acid-etched “Commercial Hotel” glazing replaced like-for-like following damage caused by vandalism. Sole remaining original door to the ground floor level of No.125 (basement door) will be retained,	(A - 2018) Minor Beneficial
			(P – 2023) Minor Beneficial

		repaired and redecorated.	
Former entrances to No.123 (altered openings)	Fully glaze openings	No change	(A - 2018) Extending the altered openings to their original proportions and glazing them is a contemporary response which acknowledges the historic use of No.123 as two separate dwellings and will allow the internal activity of the space to be seen from the street. Minor Beneficial
Principal entrance to No. 125	Replace door	No change	(A - 2018) Existing door is not original. Negligible beneficial
Corner entrance to No. 125	Insertion of glazing to existing door	No change	(A - 2018) This will allow greater visual connection Minor Beneficial
Existing Bar	Remove	No change	(A - 2018) Non-original Negligible beneficial
Flooring	Retention of existing floorboards where possible	Following a programme of soft stripping historic c1900s black and white tiled flooring was discovered to the hallway of No. 125. Retention of existing floorboards where possible.	(A - 2018) Minor Beneficial
			(P – 2023) Moderate beneficial
Skirting, cornicing/ceilings	Retain and repair	Due to almost all areas of original cornice and skirting having been removed without consent throughout No. 125, it is proposed to recreate the missing elements using	(A - 2018) Minor Beneficial

		moulds taken from fragmentary remains of cornice and skirting and to reproduce these elements using traditional techniques. The "principal" areas of No. 125 will have their lost lath and plaster ceilings recreated using lath and plaster, with lost cornicing recreated in their original locations and painted with intumescent paint. These ceiling will then be underdrawn to allow for the provision of additional acoustic/fire resistant linings. Non-principal parts of the ground floor of 123 and 125 will receive new 60 Minutes Fire Resistance Soundbloc linings and new plaster cornice applied over this layer, with a dropped service zone along the eastern side of the proposed "library". The new ceilings to the library in No. 125 and bar/restaurant area to No. 123 will accommodate ventilation through the use of high level louvers and grills. Surviving original lath and plaster ceilings to the ground floor entrance vestibule and soffits to staircase (both in No. 125), will be retained, repairs and their 19th century decorative Anaglypta paper repairs and redecorated.	(P – 2023) Moderate adverse
Plaster ceiling decoration	n/a	Unauthorized removal of the decorative plaster ceiling decoration to the rear ground floor bar room in No. 125 (Room GF4) Replace lost plaster ceiling	(P – 2023) Moderate adverse

		decoration using historic site photos at a lower level to allow for the provision of additional acoustic/fire underdrawn linings.	
Planform	Join two buildings together at localised points on party wall	No change	(A - 2018) Planform to both No.123 and No.125 have been altered. Where openings are proposed, chimney stacks, nibs and down stands are being retained to allow for cornicing to be kept and reading of historic plan form to be retained. Negligible adverse
1950s/60s extension	Demolition	No change	(A - 2018) The extension is of no historic or architectural interest and removal will facilitate the proposed new extension and viable use of the listed buildings. Minor beneficial
Stairs	Retention of original staircase in No.125, location of historic stairs in No.123 expressed in floor treatment	No change	(A - 2018) The proposal to mark the location of the original stairs in No.123 will enhance the ability to understand and appreciate the historic plan form of No.123 and the fact it used to be two separate dwellings. Minor Beneficial
Tiled walls to entrance hall/stairs of No. 125 (Commercial Hotel)	n/a	Uncover/repair areas of tiled walls, restoring where necessary to form part of the internal decorative scheme.	(P – 2023) Moderate beneficial
Fire surround to GF2 (No. 125)	n/a	Later c1900s/1920s fire surround to front bar room to No. 125 removed without consent.	(P – 2023) Minor beneficial

		Replace missing c1900s/1920s timber fire surround with a surround that better reflects the early date and architectural style of the building.	
Fire surrounds to ground floor level of No. 125	n/a	Introduce historically accurate fire surrounds to four original chimney breasts, which currently have no surrounds.	(P – 2023) Moderate beneficial
External and internal walls	n/a	Remove all areas of original and later plasterwork to internal and external walls, and apply new lime plaster with added cork inclusions to improve thermal performance. Remove short area of wall to rear of No. 123	(P – 2023) Minor adverse
Emergency works	n/a	Emergency removal of original internal spine wall/floors between staircase and rooms to the east of No. 123 as agreed with MCC.	(P – 2023) Moderate adverse
First floor			
Building element	Approved Intervention (A - 2018)	Proposed intervention (P – 2023)	Impact/mitigation (A – 2018 &/or P – 2023)
Planform	Retain and alter to accommodate hotel rooms	The original chimney breast to No. 123 (Rooms 1F14/1F16) suffered a total collapse at some point before the current building owner purchased the property, subsequently required a number of emergency works to stabilise the structure as agreed with MCC. It is proposed to recreate the chimneybreast in its original location using lighter-weight materials to avoid the need for additional steel work below at ground floor level.	(A - 2018) The proposed floor plan has been designed to retain the historic plan form as much as possible, which has meant the design of bespoke rooms; this includes chimney stacks Minor Beneficial
			(P – 2023) Minor adverse

Staircase	Retain (No.125) and Express location of historic location (No.123)	Retain (No.125) and Express location of historic location (No.123) The original square-section timber balustrade and hardwood handrail to the top portion of the staircase to No. 125 at second floor level was removed without consent. It is proposed to faithfully recreate these lost timber elements to restore the second floor landing area back to its original appearance.	(A - 2018) The original staircase to No.125 will be retained. The proposal to mark the location of the original stairs in No.123 will enhance the ability to understand and appreciate the historic plan form of No.123 and the fact it used to be two separate dwellings. Minor Beneficial (P – 2023) Minor adverse
Internal doors	Retain and reuse	All, bar two, original panelled doors were removed from the first floor level of the Commercial Hotel (No. 125) without consent. It is proposed to replace all lost original doors using surviving doors where available as a template, and /or historic site photos. The surviving original door at mid-landing level will be retained/redecorated and used as entrance to proposed luggage store room. A number of new openings will be created to access guestrooms, using historic door designs for new timber panelled doors. Historic door openings that are not to be used will be fitted with new panelled doors using historic templates and sealed shut from the guestroom side.	(A - 2018) Minor Beneficial (P – 2023) Moderate adverse

Create new luggage store behind original mid-landing doorway in No. 125	n/a	Create new luggage store behind original mid-landing doorway in No. 125 that originally led to the stable block.	(P – 2023) Minor beneficial
Skirtings and cornices/ceilings	Retain	Due to almost all examples of cornice and skirting having been removed without consent throughout No. 125, it is proposed to recreate the missing elements using moulds taken from fragmentary remains of cornice and skirting and to reproduce these elements using traditional techniques.	(A - 2018) Down stand beams will allow existing cornices and skirtings to be retained allowing for understand and appreciation of original plan form. Minor Beneficial
		The "principal" areas of No. 125 will have their lost lath and plaster ceiling recreated using lath and plaster, with lost cornicing recreated in their original locations and painted with intumescent paint. These ceiling will then be underdrawn to allow for the provision of additional acoustic/fire resistant linings. Non-principal parts of the ground floor will receive new 60 Minutes Fire Resistance Soundbloc linings and new plaster cornice applied over this layer. Surviving original lath and plaster ceiling soffits to staircase (No. 125), will be retained, repairs and their 19th century decorative Anaglypta paper repairs and redecorated.	(P – 2023) Moderate adverse

Flooring	Retention of existing floorboards where possible	Due to requirements for fire protection and acoustic performance the floor and build-up is to be altered. To principal rooms the proposed build-up will be 68mm of timber boarding, screed board and either original floorboards or thick carpet. To non-principal rooms the build-up will be 154mm and comprise of original floorboards (where possible), timber Boarding, Cradle and Batten System Zone with cavity and mineral wool insulation, Gyproc Plank and Timber Boarding. The surviving original timber panelling beneath the windows to the northern rooms of No. 123 will be shortened in height to allow for the increase in floor height. Form ramp from landing of No. 125 into corridor to allow for the change in height.	(A - 2018) Minor Beneficial
			(P – 2023) Minor adverse
External and internal walls	n/a	Remove all areas of original and later plasterwork to internal and external walls, and apply new lime plaster with added cork inclusions to improve thermal performance.	(P – 2023) Minor adverse
Second floor			
Building element	Approved Intervention (A - 2018)	Proposed intervention (P – 2023)	Impact/mitigation (A – 2018 &/or P – 2023)
Floor plan	Retain and alter to accommodate hotel rooms	The consented spiral staircases linking the first with the second floor rooms have now been removed from the scheme, thus allowing for a better	(A - 2018) The proposed floor plan has been designed to retain the historic plan form as much as possible, which has meant the

		understanding of the building's planform.	design of bespoke rooms; this includes chimney stacks Minor Beneficial
			(P – 2023) Minor adverse
Staircase	Retain (No.125) and Express location of historic location (No.123)	Unauthorized removal of original spindles and handrails to staircase at second floor level. Replacement of removed spindles and handrails to the upper parts of the staircase at second floor level like-for-like, using remaining elements of the staircase as templates.	(A - 2018) The original staircase to No.125 will be retained. The proposal to mark the location of the original stairs in No.123 will enhance the ability to understand and appreciate the historic plan form of No.123 and the fact it used to be two separate dwellings. Minor Beneficial
			(P – 2023) Moderate adverse
Internal doors	Retain and reuse	Replace all original doors removed without consent using surviving doors where available as a template, and /or historic site photos.	(A - 2018) Minor Beneficial
			(P – 2023) Moderate adverse
Skirtings and cornices/ceilings.	Retain	Due to almost all examples of lath and plaster and skirting having been removed without consent, it is proposed to recreate the missing elements of skirting. Under draw joists with fire resistance board and	(A - 2018) Down stand beams will allow existing cornices and skirtings to be retained allowing for understand and appreciation of original plan form. Minor Beneficial

		plaster. No cornice historically existed at this floor level so none will be recreated. Retain and repair original surviving lath and plaster ceiling and 19th century Anaglypta paper to staircase soffits (No. 125)	(P – 2023) Moderate adverse
Dado rails to staircase	n/a	Replace dado rail to staircase and landing removed without consent	(P – 2023) Negligible Adverse
Windows	Retain and repair	No change	(A - 2018) Where existing windows will face new internal link corridor (at rear of building) these will be boarded out within the bedroom and expressed from the corridor. Minor Beneficial
Flooring	Retention of existing floorboards where possible	Due to requirements for fire protection and acoustic performance the floor and ceiling build up is to be altered. Original timber floorboards will be reused over top of new floor build up.	(A - 2018) Minor Beneficial
			(P – 2023) Minor adverse
Flooring	N/a	Due to requirements for fire protection and acoustic performance the floor and build-up is to be altered. The second floor level has no principal rooms, so the build-up will be 154mm and comprise of original floorboards (where possible), timber Boarding, Cradle and Batten System Zone with cavity and mineral wool insulation, Gyproc Plank and Timber Boarding. Form ramp from landing of No. 125 into corridor to	(P – 2023) Minor adverse

		allow for the change in height.	
External walls	n/a	Remove all areas of original and later plasterwork to internal and external walls, and apply new lime plaster with added cork inclusions to improve thermal performance.	(P – 2023) Minor adverse
Downstand to second floor	n/a	The unauthorised removal of the entire wall between 2F02 and 2F03 to the second floor level Reconstruct missing downstand.	(P – 2023) Negligible adverse
Exterior / general			
Building element	Approved Intervention (A - 2018)	Proposed intervention (P – 2023)	Impact/mitigation (A – 2018 &/or P – 2023)
Brickwork	Remove modern paint, repair brickwork	Use DOFF system to clean external brickwork following test areas and agreement with MCC. Repoint where necessary using lime mortar (mix to be agreed). Repair brick and stonework.	(A - 2018) Removal of modern paint work and repairing the brickwork where necessary will enhance the aesthetic value of both buildings Minor Beneficial
			(P – 2023) Minor Beneficial
Roof	Insert conservation rooflight	Replace any failed gutters/downpipes with cast iron. Undertake lead repairs/replacement where necessary.	(A - 2018) The rooflight will not be visible from street level and will not impact the principal roof structure. Negligible adverse
			(P – 2023) Minor Beneficial
Skylight to stairs in No. 125	n/a	Replace current timber and glass skylight to second floor level of No. 125's staircase and install an AOV (automatic opening vent) in	(P – 2023) Negligible adverse

		a conservation style.	
Window on Woollam Place	Drop sill and convert into entrance	Window retained without alteration.	(A - 2018) Proposal will require minor alteration and removal of historic fabric. The window was a later early 20th Century addition. Retention of stone nibs will allow historic opening to be read. Minor Adverse
			(P – 2023) Neutral
M&E	n/a	To avoid any services penetrations through the façade of the building, a central air handling unit located on the external plant deck at level 3 will provide supply and extract ventilation to the bedrooms. Installation of discreet tv containment baskets running through the ground floor level and principal corridor of the first floor level of the listed building in order to route fire alarm and data. Installation of new water, heating/cooling, electric and data throughout the building.	(P – 2023) Minor adverse

Windows	Retain and repair. Where existing windows will face new internal link corridor (at rear of building) these will be boarded out within the bedroom and expressed from the corridor.	Replace all non-original sash windows to Nos. 123 and 125 with historically accurate single-glazed, timber sash windows using the single original surviving sash to the ground floor room of No. 123. Independent secondary glazing will then be fitted to each reveal. Where existing window openings face new internal link corridor to the rear of the building these will be sealed shut and fitted with sealed secondary glazing to the guestroom side to improve fire performance and expressed from the corridor using frosted glass panes Sole surviving original upper sash to ground floor of No. 123 to be retained, cleaned and repaired. Linseed based paint to then be used to decorate.	(A - 2018) Minor Beneficial
			(P – 2023) Moderate beneficial

7.5 Visual Impact Assessment - 2018 (Consented Scheme)

The 2018 assessment aimed to appraise the heritage significance of identified views and the potential visual impact of the proposed development on the individual assets identified and the view as a whole. Please see the three views below which formed the original 2018 assessed views.

The visual impact assessment utilised the guidance and evaluation criteria as set out in Historic England's *Seeing the History in the View: A Method for Assessing Heritage Significance Within Views* (May 2011), and *The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning: 3* (March 2015).

The overriding aim of the proposals was to formulate a sustainable scheme that ensures the buildings had an appropriate long-term use whilst minimising any impact on the historic fabric.

As is demonstrated by the 2018 impact assessment, the proposals were considered to result in a beneficial impact overall.



View 1 (existing)

View 1 (proposed)





View 2 (existing)

View 2 (proposed)





View 3 (existing)

View 3 (proposed)



7.6 Visual Impact Assessment - 2023 (Proposed Scheme)

As part of the current amendments to the scheme it was necessary to increase the height of the new-build roof and parapet level marginally to accommodate the blue attenuation and additional plant screen.

As is demonstrated by the current proposed CGI views below, the amendments to the roofline of the new-build element of the scheme are imperceptible when compared to the original 2018 views, and consequently these changes do not alter the 2018 beneficial impact overall conclusion.



View 1 (proposed)



View 2 (proposed)



View 3 (proposed)

8. SUMMARY AND CONCLUSIONS

8.1 Conclusions – 2018 (consented scheme)

The overriding aim of the proposals was to formulate a sustainable scheme that ensures the buildings had an appropriate long-term use whilst minimising any impact on the historic fabric.

As was demonstrated by the original impact assessment, the proposals were considered to result in a beneficial impact overall.

The proposed development was considered to bring both buildings back into active use, enabling conservation repair works which would enhance the ability to understand and appreciate the special interest of the buildings.

The proposed extension would be read as a contemporary addition that was subservient to the heritage interest of the Site and adjacent heritage assets, and would result in a beneficial impact overall.

The proposed development was considered to have a beneficial impact overall; any instances of harm were considered to be “less than substantial”, as defined in the NPPF, and were clearly outweighed by the heritage benefits of the scheme.

The proposed development complied with national and local planning policy.

8.2 Conclusions – 2023 (proposed scheme)

On completion of SLHA’s survey of the site on the 16th September 2022, it became apparent that a number of works had been undertaken within the listed building without consent prior to the current owner acquiring the site.

These unauthorised works to the Commercial Hotel (No. 125) included:

- The removal of all original lath and plaster ceilings and cornices throughout except for the staircase hall and ground floor entrance vestibule.
- The removal of all original and later timber skirting throughout.
- The removal of the majority panelled doors, architrave, dado rail and picture rail throughout.

The scheme will seek to rectify these areas where possible. The possible rectification works are:

- Take moulds of surviving cornices and recreate throughout the Commercial Hotel (No. 125), and continue the reapplication of historic moulded corning to areas of No. 123.
- Replace lost plaster ceiling decorations within ground floor area to the Commercial Hotel.

- Recreate removed historic panelled door from alcove cupboard to ground floor level of No. 123.
- Replace all missing panelled doors to Commercial Hotel.
- Replacement of skirting boards throughout Commercial Hotel.
- Install historically accurate 8 over 8 / 4 over 8 sash windows throughout.
- Re-construct downstand between two 2nd floor rooms in No.125.
- Re-lay wide original floor boards as part of acoustic upgrade where possible.
- Retain surviving corbel and create new matching corbel to first floor corridor in No. 125.
- Remove modern stud wall dividing existing stair to reveal balustrade in No. 125.
- Replace removed fire surrounds with authentic period designs throughout No. 125.
- Retain/repair historic tiled floor discovered in No.125 entrance hall.
- Expose and repair areas of tiled walls to No.125 stairs and hall.
- Replace the broken acid-etched ground floor pub windows to No. 125.

The updated impact assessment demonstrates a greater level of harm, which is a result of the previously unauthorised works and the now need to alter the build-up of the ceilings, floors and walls for fire protection and thermal and acoustic performance. However, as listed above, the current proposals seek to rectify the unauthorised works by replacing, reusing and reconstructing the lost historic fabric and detailing, whilst also striving to reintroduce lost historic features to No. 125, such as fire surrounds, which had been lost before the building was Grade II listed.

Regarding the need to alter the build-up of the ceilings and floors at first and second floor levels, SLHA have worked with the project team, including Orion Fire and Hann Tucker, to interrogate a range of options to retain as much historic fabric as possible whilst creating a viable proposal that addresses fire, acoustic and thermal performance requirements suitable for the current proposed hotel offering.

The current proposals will also result in instances of moderate beneficial impact by proposing replacement of later windows with historically accurate sash windows throughout both buildings, through the revealing/ retention and repair of historic floor tiles to the entrance hall of No.125, and the introduction of historically accurate fire surrounds throughout No. 125 – proposals that were not included under the 2018 scheme.

As per the 2018 consented scheme, the proposed new build elements, the detailing and height of which has only been altered to a minor extent, will still be read as a contemporary addition that is subservient to the special interest of the Site and indeed to adjacent heritage assets.

Overall, it is considered that the instances of harm that will be incurred will result in “less than substantial harm”, as defined in the NPPF.

It will be clear that the overriding aim of these proposals, as per the 2018 scheme, has been to formulate a sustainable scheme that ensures the buildings have an appropriate long-term use whilst minimising impact on the special interest of the building.

The proposed development will bring both buildings back into active use, enabling conservation led repair works which will enhance the ability to understand and appreciate the special interest of the buildings, as per the 2018 consented scheme.

DRAFT

9. APPENDICES

9.1 Appendix i: List descriptions

List entry Number: 1200804.

123, LIVERPOOL ROAD.

Grade: II.

Date first listed: 06-Jun-1994.

UID: 388274.

SJ8297 LIVERPOOL ROAD 698-1/18/210 (South side) No.123

Pair of town houses, now office. Early to mid C19, altered. Red brick in Flemish bond with some sandstone dressings and slate roof. Double-depth plan with back extension. Three storeys, 4 windows (probably originally 2+2); round-headed doorway to the right with set-in wooden pilastered doorcase including dentilled cornice, plain fanlight; similar round-headed opening to 2nd bay probably formerly a doorway but now a window; otherwise, all windows have raised sills and flat-arched heads of gauged brick, and C20 top-hung casements imitating 4-pane sashes. Left return side similar. Included for group value.

Listing NGR: SJ8299097826.

List entry Number: 1219418.

COMMERCIAL HOTEL, 125, LIVERPOOL ROAD

Grade: II.

Date first listed: 06-Jun-1994.

UID: 388275.

SJ8297 LIVERPOOL ROAD 698-1/18/211 (South side) No.125 Commercial Hotel

Hotel. Early to mid C19, altered. Red brick in Flemish bond, with some sandstone dressings, slate roof. Double-depth double-fronted plan, with rear wing. Two storeys and 3 bays; central round-headed doorway with set-in doorcase of Tuscan columns and dentilled cornice, plain fanlight; "corner-shop" shop-front to right-hand corner, with splayed doorway flanked by one window in each side, all in pilastered surround with right-angled frieze and dentilled cornice; windows with raised sills and flat-arched heads of gauged brick, that to left of door with altered glazing but 4-pane sashes to the upper floors. Four-window right-hand return wall with round-headed doorway and altered windows at ground floor and 4-pane sashes above. Interior altered.

Listing NGR: SJ8298297827.



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