

24 May 2023

Jack Naven
Planning Department
Manchester City Council
Town Hall
Manchester
M60 2LA

Dear Jack,

Science and Industry Museum: Station Building Application for Planning Permission and Listed Building Consent

Please find enclosed an application for Planning Permission and Listed Building Consent for fire compartmentalisation works at the Science and Industry Museum's Station Building.

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

The Applicant is the Science and Industry Museum ('the Museum').

1 Context

The Station Building is a Grade I Listed Building within the Science and Industry Museum complex. It was the terminus for the Liverpool to Manchester Railway and is the oldest surviving passenger railway station in the world.

Construction of the Coach Offices (passenger station) began in June 1830. The building was to contain facilities for departing first- and second-class passengers, each with a waiting room and booking hall. In 1831 a further extension was built, containing shop units, using the basement for associated storage. These were later to be transferred in to use by the railway as offices and workshops. As a consequence of demand for more services serving more destinations, a new and much larger station was opened at Hunt's Bank (now Victoria Station) and from 1844 Liverpool Road purely dealt with goods traffic.

Huge amounts of goods were handled throughout the late 1800s and into the first quarter of the twentieth century, however the decline of the railways for goods transportation, political and policy decisions and new developments in road shipping all contributed to the steady decline of the Site in the years following World War I. As a result Liverpool Road was closed by British Rail in 1975.

In 1978 the Station Building was sold to the Greater Manchester Council with formal transfer of ownership occurring in 1982 and works began to house the new Greater Manchester Museum of Science and Industry. This led to a programme of renovation and refurbishment allowing the Site to facilitate a key part of what is now the Science and Industry Museum. Significant deterioration has however since occurred throughout the Science and Industry museum meaning a widespread project to upgrade and repair buildings and facilities is currently underway and the Station Building is currently closed to visitors.

The below plan identifies where the Station Building is located within the Science and Industry Museum estate.

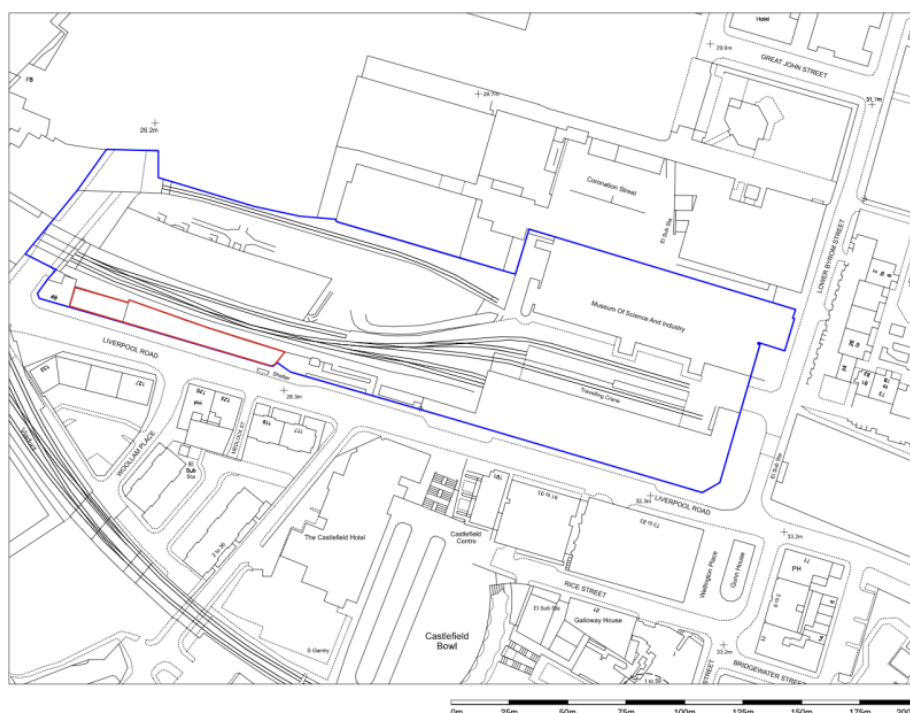


Figure 1 – Site Location Plan (Source: Atelier MB Design and Access Statement)

2 Background

Proposed works are a direct response to a Fire Strategy Report and Action Log by 'The Fire Surgery' conducted in May 2022 and a Fire Compartmentalisation and Door Survey and Reports conducted by fire protection specialists, 'Neo'. These reports concluded that alteration to doors and compartmentation are deemed necessary to reach the required fire protection standards. Furthermore, professional assessments concluded that additional compartmentation measures are also necessary to ensure suitable fire ratings are achieved to all required areas. Fire compartmentation works to the Station Building therefore fall within a programme of wider fire safety works occurring across the Science and Industry Museum Site.

3 Significance of the Station Building

The Station Building is the earliest surviving passenger station in the world and was the first inter-city passenger railway terminus to be built, demonstrating its high level of significance. Historically, the whole site, including the Station Building is of high historic value for its broader associations with railway

pioneers and for its wider global influence on the development of railway transport. Architecturally and aesthetically, whilst the station appeared to be in a traditionally classical style, it was the first of its kind and the engineering and form displayed at Liverpool Road went on to influence railway development around the globe.

The Station Building is also part of an important group that makes up the most complete early railway station in the country. This station consisted of a viaduct, 1830 warehouse and river bridge and only the bridge that originally spanned the road has been replaced. This is especially important as the whole Site is located within the Castlefield Conservation Area and is characterised by its multi-layered environment of rail bridges, roads and canal basins. The Site as part of the wider Science and Industry Museum complex therefore makes a significant contribution to the value of the wider conservation area.

4 Pre Application Engagement

Manchester City Council (MCC) have been engaged throughout the pre-application process, having attended meetings on Site on 08 March 2023. During this meetings, the need for the proposed works was established and the approach with regard to fire compartmentation and door works as well as how listed fabric would be protected was presented.

5 Proposals

The description of development for the listed building consent is:

“Listed Building Consent for fire protection remediating works in the Station Building including works to stud walls and fire doors.”

The proposed works which form this application can be separated into two workstreams, which while summarised below, are fully detailed in the accompanying Design and Access Statement prepared by Atelier MB as well as the drawings submitted with this application.

5.1 Fire Compartmentation Remediation

For works that will not affect the historic of the Station Building standard fire stopping details will be implemented to heads of non-historic walls, and around existing cable trays, trunking, cables and ducts. These will comprise of either fire rated batts or just sealant.

For works affecting or abutting the historic fabric fire stopping details will be implemented to heads of non-historic walls, and around existing cable trays, trunking, cables and ducts. These will comprise of either fire rated batts or just sealant. Depending on the location, these standard works will be preceded by one or more of the following; localised repointing, localised cleaning of brickwork to remove mastic sealant or cement based mortar or lining of the existing wall recessed cupboard with fire rated boards.

5.2 Fire Door Remediation

None of the existing doors affected by proposed fire door remediation works are historic. Door works proposed include replacement hinges, signage and lipping of door leaves and replacement of wholly non-compliant doors where they are missing. Any new doors will be designed to match the existing and where none currently exist new doors will be matched to similar doors in the vicinity.

2 doors within the Station Building are being replaced with compliant fire doors that will visually match the existing doors. In one instance there is a door missing. The Fire Surgery report has determined that this whole wall needs to have 30mins fire resistance. Therefore, a new fire door needs to be inserted in this location.

6 Methodology and Impact on the Listed Building

Method Statements for all works to be carried out as part of this application have been prepared by Atelier MB which fully detail how the works will be carried out, as well as how historic fabric will be protected, prior to works beginning and throughout works taking place.

The Method Statements have been split into two workstreams related to the compartmentalisation remediation and door methodologies. Both method statements have been submitted in support of this application.

The accompanying Heritage Impact Assessment prepared by Atelier Heritage assesses the works in terms of impact on the listed building and concludes that no harm to the heritage asset has been identified within the proposals.

Further to this, the methodologies prepared by Atelier MB set out the process of recording the protection of historic fabric and monitoring works which would ensure elements of the listed building are preserved.

7 Accordance with Planning Policy

The key material planning consideration for this application is the impact on the designated heritage asset, the 1830 Warehouse, and therefore adherence to planning policy regarding the historic environment is required.

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

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *the desirability of new development making a positive contribution to local character and distinctiveness."*

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

Overall, the building would be conserved in a manner that is appropriate to its significance. The Heritage Assessment concludes that the effects on the heritage value of the Station Building sustain and preserve its special interest and significance. The proposals are considered a positive enhancement as safeguarding

measures have been designed to lower potential risk to the asset and thus cause no harm within the terms of the NPPF. The full assessment of harm is set out in the accompanying Heritage Impact Assessment prepared by Atelier Heritage.

In addition to posing no harm to the heritage value of the Station Building, there are public benefits associated with the proposed works which ensure the long term protection of the heritage asset to ensure the beneficial long-term and optimum viable use of the listed building. Ultimately, improving fire safety standards through the proposed fire compartmentalisation and door remediation works will help to safeguard the asset to ensure its long-term conservation and appreciation of this protected asset, to facilitate the experience for those visiting the Science and Industry Museum.

Policy CC9 Design and Heritage within the adopted Manchester Core Strategy (2012). This policy sets out that development in Manchester City Centre should protect or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. The policy also supports the need to ensure buildings are of the highest standard in terms of appearance and function and all replacement and repair works seek to preserve the special interest and significance of the listed asset.

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

It is concluded within the heritage statement prepared by Atelier Heritage that proposed changes are not considered to constitute harm and seek to ensure the long-term protection of the heritage asset through improving fire safety with minimal intervention. As a result it is considered that proposals are in accordance with Policy CC9 Design and Heritage of the Manchester Core Strategy (2012) as well as saved UDP Policies DC18.1 and DC19.1.

Furthermore, although the Science and Industry Museum is located within the Castlefield Conservation Area the proposed works are wholly internal there is no impact on the character or significance of the Conservation Area is not affected.

8 Application Documentation

The following information is provided in support of this application:

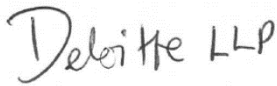
- Application Form and Ownership Certificate prepared by Deloitte LLP;
- Application Site Boundary and Site Location Plan prepared by Atelier MB;
- Design and Access Statement prepared by Atelier MB;
- Heritage Statement prepared by Atelier Heritage;
- Method Statements prepared by Atelier MB;
 - Compartmentation Methodologies

- Fire Door Methodologies
 - Site Wide Methodologies (Supplementary Details related to Historic Fabric)
- Specifications;
 - Historic Fabric Repair Specification
 - Fire Protection Works Specification
- Full drawing list provided in Appendix A

The Planning Portal Reference PP-12148987 and the required planning application fee has been paid online.

We look forward to receiving your confirmation that the application has been formally registered. In the meantime, if you have any queries or require further information, please do not hesitate to contact Joe McElhone (0161 455 6994 / joemcelhone@deloitte.co.uk) or Josh Wyatt-Smith (0161 455 8451 / jwyattsmith@deloitte.co.uk)

Yours sincerely

A handwritten signature in black ink that reads "Deloitte LLP". The signature is written in a cursive, slightly stylized font.

Deloitte LLP

Appendix A – Drawing List

Description	Drawing Reference
Location Plan: 1830 Warehouse	E(001)
1830 Warehouse and Station Building - LG	E(110)
1830 Warehouse and Station Building - G	E(111)
1830 Warehouse and Station Building – 1 st	E(112)
1830 Warehouse and Station Building – 2 nd	E(113)
Station Building and 1830 Warehouse – LG Proposed Plan 1	P(110)
Station Building – G Proposed Plan 1	P(111)