



Atelier
Heritage

Heritage Statement

Science and Industry Museum
1830s Warehouse

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





Image 1: 1830s warehouse (left), 1978, Manchester Archives.

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Introduction



1.0 INTRODUCTION

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

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

This report relates to proposed changes to the 1830s warehouse.



Image 2: Exterior of 1830s Warehouse, SIM website



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Site Location



2.0 SITE LOCATION

The 1830s warehouse is situated to the west of the site, to the northern side of the Liverpool-Manchester railway track, and connected to the Station Building via an underground tunnel. It currently houses exhibition and events space. The building dates from 1830 and is Grade I listed. It sits within the Castlefield Conservation Area, to the southwest of Manchester City Centre.

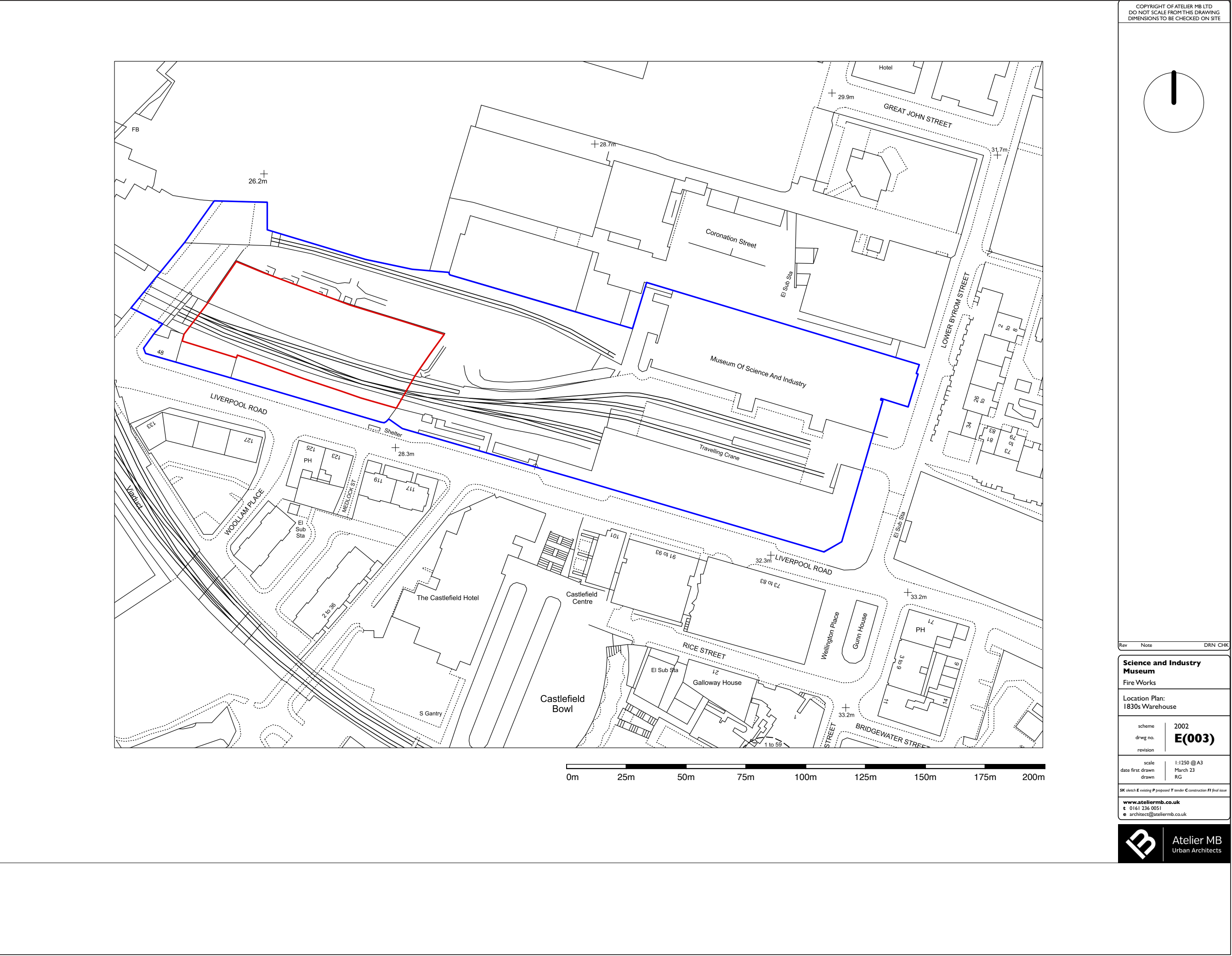


Image 3: Site plan showing 1830s Warehouse outlined in red.

A vertical collage of eight diamond-shaped images arranged in a grid-like fashion, set against a dark blue background. The images are: 1. Top: A street view of a modern city with a mix of old and new architecture. 2. Second row: A solid white diamond on the right and a solid orange diamond on the left. 3. Third row: A modern interior with a large, curved wooden wall and a staircase. 4. Fourth row: A view of a red brick building with a curved facade and a blue sky. 5. Fifth row: A modern interior with a staircase and a lounge area with orange sofas. 6. Sixth row: A solid orange diamond with a white floral pattern. 7. Seventh row: A long, modern hallway with a wooden floor and black pillars. 8. Bottom: A street view of a row of historic buildings with many windows.

3.0 DESCRIPTION

The Science and Industry Museum was created on the site of the first passenger railway, which ran from Manchester to Liverpool. The main buildings form a cohesive group and include the New Warehouse; 1830 Warehouse; Station Building; Power Hall; ancillary buildings and a group of storage and studio spaces beneath the 'Pineapple Line'. The former Air and Space Hall which was housed in the former Lower Campfield Market Hall has recently been closed and is under the ownership of Manchester City Council. The 1830 warehouse is located to the back of the Liverpool Road Station Building, and the two are connected at several points through the station rear wall.

The building is of timber framed construction with walls of red brick and stone detailing, with a slate roof covering. The form curves slightly to run alongside the railway line. Divided into a series of five bays, it has a regular arrangement of windows and large loading bays (with doors) to the yard side, which serve vertical circulation. The warehouse stands at four stories plus basement to the yard side, though extends only two stories above the railway tracks due to raised level of platform. Internally there are exposed brick walls, and the timber frame is visible. Various modern alterations are present which have been added to service the museum use.



Image 4: Photograph of 1830s Warehouse from the yard side.

An extract from the Historic England Grade I listing is included here.

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

Railway warehouse. c.1830, together with Liverpool Road Railway Station (q.v.), by George Stephenson and his son Robert; altered. Red brick in Flemish bond, with sandstone dressings and slate roofs. Long slightly curved plan, convex to the railway line and concave to the rear. Three storeys but presenting only 2 storeys to the raised level of the track, 10 individually gabled bays arranged in pairs, with slotted pilasters between each pair and at both ends, a moulded stone cornice (carried round the whole), a small lunette on the cornice in the centre of each bay, and stone gable copings linked by short flats. In each pair of bays (except the 5th pair, at the right-hand end), one bay has a segmental-headed wagon archway with stone surround, 3 small segmental-headed barred windows above the archway with linked sills and wedge lintels (except the 4th bay where the wagon entrance has been raised so as to leave only the heads of the windows) and one 2-stage loading slot to left or right, and the other bay has 2 loading slots. The last pair of bays both have the wagon-archway form. The right-hand loading slot in the 3rd bay has a hoist pulley over the lintel, and apparently altered brickwork over the other loading slots suggests that all were formerly equipped with similar hoists. The left-hand return wall has (inter alia) a small pediment to the centre, with an oculus; the 3-storey 6-window right-hand return wall has a doorway with stone surround at the left end of the ground floor, 2 segmental-headed doorways at 1st floor level, and narrow rectangular windows diminishing in the height. The 3-storey rear, with cornice and lunettes like the front, and

pilasters which have small windows, has 3-stage loading slots arranged singly or in pairs corresponding to those at the front, with hoists over all except one at the west end and 2 at the east end, doorways with stone surrounds next to the single slots, and small rectangular barred windows with wedge lintels. Interior: timber construction visible.
Listing NGR: SJ8299097886

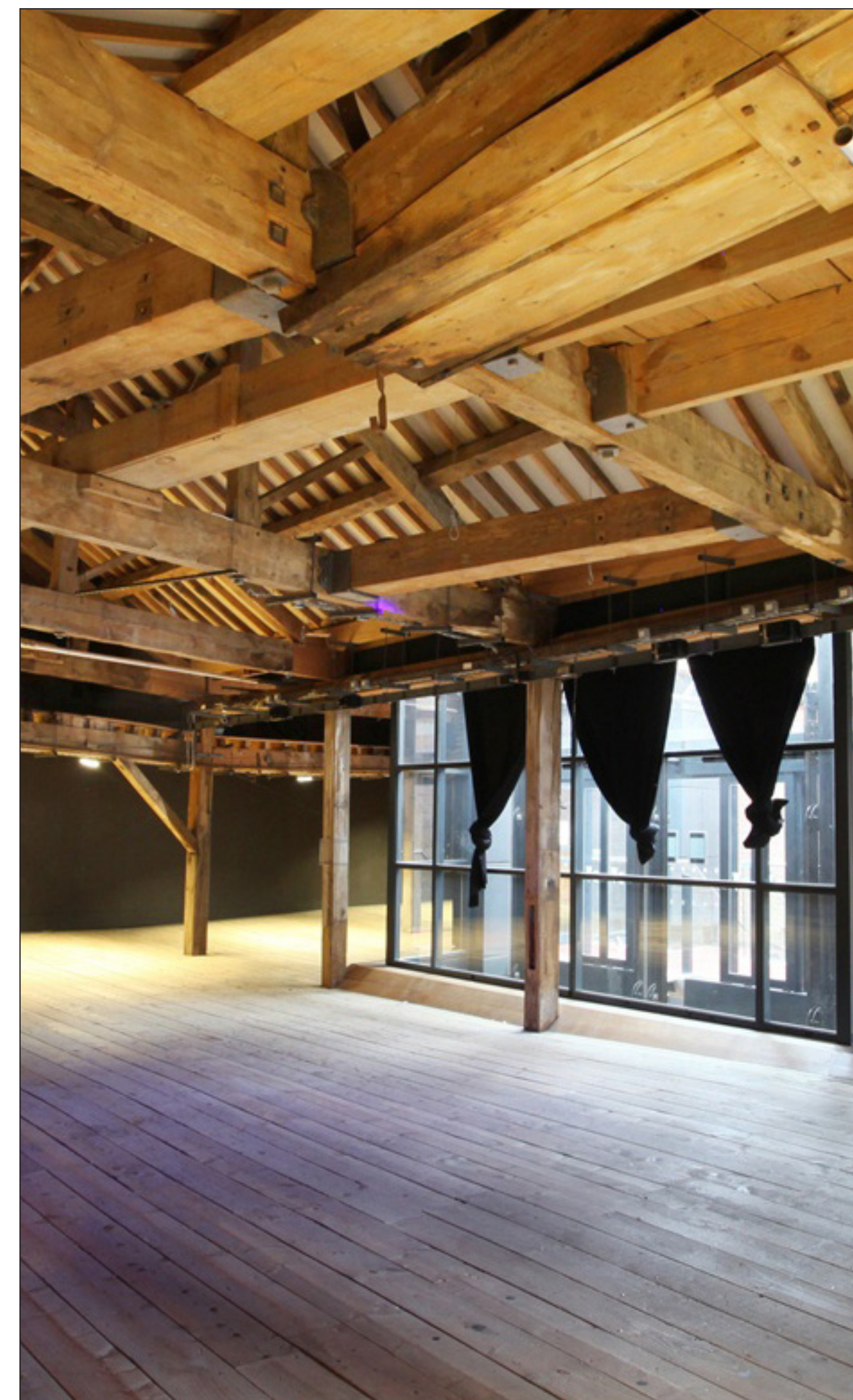


Image 5: Existing interior of converted 1830s Warehouse, top floor.



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History



4.0 HISTORY

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

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

Site

By the 1770s, the Bridgewater Canal ran from Castlefield to the Mersey estuary, establishing the area as a focus for the transport of goods. This was further bolstered by the linking of the Rochdale Canal at Castlefield Basin in the early years of the 19th century, resulting in increased goods traffic, associated warehousing and complementary industries.

As early as the 1790s, plans for a railway between Liverpool and Manchester were being made and after various challenges, construction began in 1826 with final resolution of the siting of the Manchester station in 1829. The Water Street Bridge preceded the construction of the Station Building, which for the first time ever was to offer a passenger and goods service, and the associated warehousing. The contract for the necessary warehouse building, with capacity to store 10,000 bales of cotton, was awarded to David Bellhouse Jr.

whose father owned a large and successful iron foundry and a timber business.

The 1830s Warehouse functioned as a storage facility for goods arriving by both rail and road and was constructed in a period of just a few months with a timber frame and cast-iron columns within the basement. The original plan for five warehouses became a single building with five large bays, with large vertical openings to the north elevation, allowing for movement of goods into the building. In 1831, a mezzanine floor was added to the end three bays (Water Street end).

The passenger service from Liverpool Road was extremely popular and user numbers constantly exceeded predictions. 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. Freight services continued to flourish, and the station handled huge amounts of goods throughout the late 1800s and into the first quarter of the twentieth century, with traffic as diverse as cotton, grain, timber, and meat.

The station and its buildings handled huge amounts of goods throughout the late 1800s and into the first quarter of the twentieth century with traffic as diverse as cotton, grain, timber, and meat.

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



Image 6: Ground floor of 1830s Warehouse following conversion to museum.

Following prolonged negotiations, and with pressure from the Liverpool Road Station Society, parts of the site including the Station Building and 1830s warehouse were sold to Greater Manchester Council in 1978 for £1, with formal transfer of ownership in 1982. The Great Western Warehouse (New Warehouse) was also bought by GMC and works began to house the new Greater Manchester Museum of Science and Industry. The museum opened in 1983 and was originally limited to the Power Hall and Passenger Station. Shortly after, the ground and basement floors of the Great Western Warehouse were brought back into use as exhibition and storage space respectively. An ongoing programme of renovation and refurbishment continued and today the whole site houses the Science and Industry Museum. A widespread project to upgrade and repair buildings and facilities is currently underway and the 1830s warehouse is currently closed to visitors, with occasional events being run within the space.

Building

Built as the first railway warehouse in the world, the building was constructed by David Bellhouse Junior to house goods transported by rail and road. Unable to find suitable local storage, the Railway Company built their own warehouse which measured 320 feet long and 70 feet wide. The basement featured cast iron columns to address strengthening and potential water ingress issues. To the track-side doors within arched openings allowed for waggons to enter (turntables allowed for the change in direction) whilst the yard side provided access for road transport. In 1831 a mezzanine level was added to the original design and shortly after, a shaft linking to the new engine house close by was added to the western elevation.

Internal changes accompanied the introduction of new power sources- steam replacing the beam engine and then a later move to hydraulic power which allowed for increased storage areas following removal of internal tracks and infill.

The eastern bay features more substantial modern intervention to serve museum purposes with a steel and concrete frame which were added to form the Electricity Gallery. The remaining areas of the interior have been adapted through the insertion of lifts and staircases to serve the various spaces.

By the early 1980s, the 1830s building was in a poor state of repair and fully derelict. In 1982, the arches to the western end were converted to form a link between the 1830s Warehouse and the Station Building. Two arches were fitted with new concrete floors to form part of the Gas Gallery in 1990. A series of further phased works were undertaken and completed in 1997.



Image 7 : Photograph showing 1830S Warehouse works underway for museum conversion, 1980s, Manchester Archive.

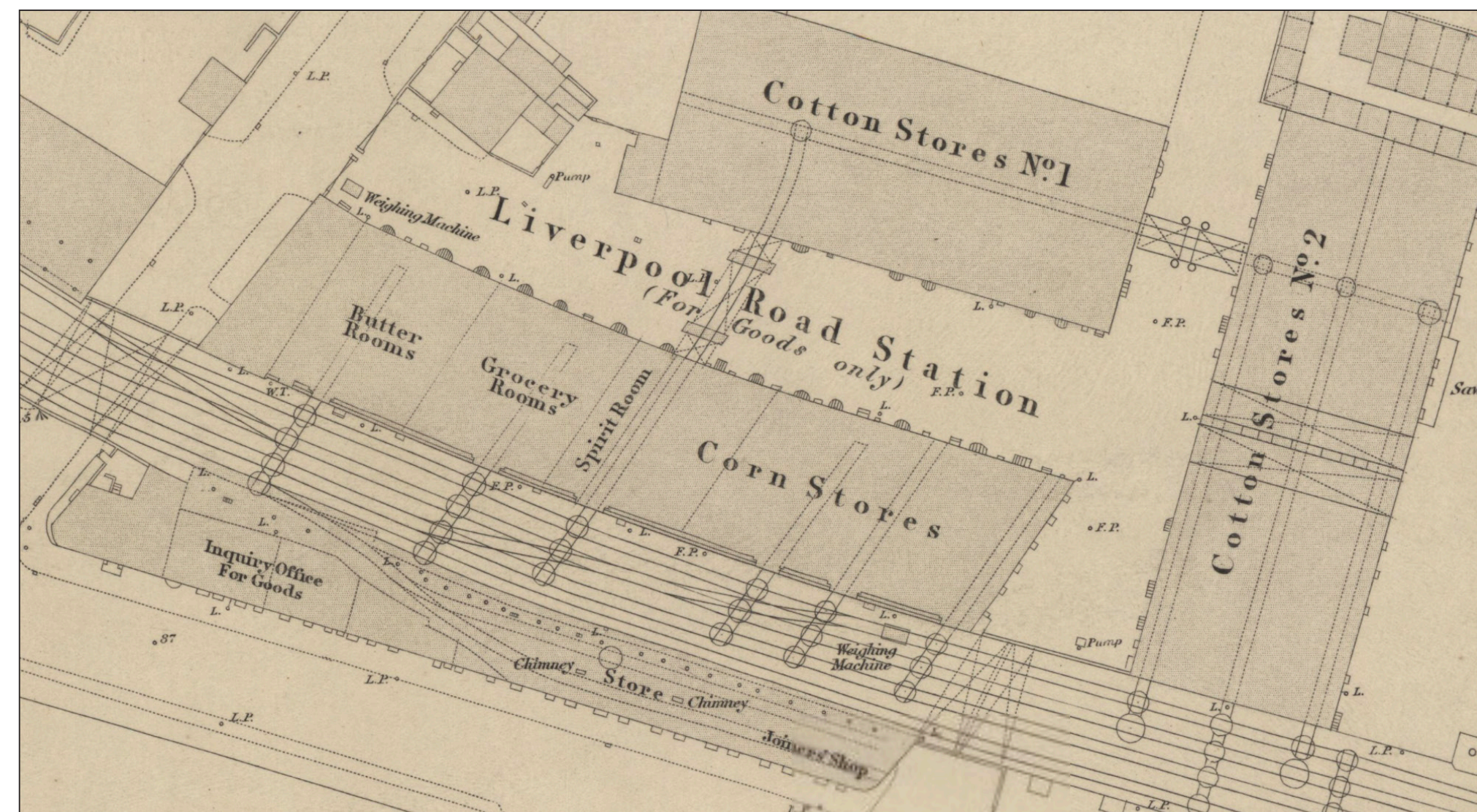


Image 8: Extract from OS map 1849-51, showing Liverpool Road site.

A vertical collage of eight diamond-shaped images arranged in a grid-like fashion, set against a dark blue background. The images are: 1. Top: A street view showing a mix of modern glass-fronted buildings and older brick structures under a blue sky with clouds. 2. Second row: A large white diamond on the right and a large orange diamond on the left. 3. Third row: A close-up of a modern interior with vertical wooden slats and a glass wall. 4. Fourth row: A low-angle shot of a large, ornate red brick building with multiple windows. 5. Fifth row: An interior view of a modern space with a staircase, metal railings, and a lounge area with orange sofas. 6. Sixth row: A close-up of a decorative orange pattern featuring stylized leaves and berries. 7. Seventh row: A long, brightly lit hallway with a wooden floor and black structural columns. 8. Bottom: Two street views. The left one shows a modern building with large glass windows and a pedestrian crossing. The right one shows a row of historic brick buildings with many windows along a street.

5.0 SIGNIFICANCE

The 1830s Warehouse is the first purpose-built railway warehouse in the world. It is of national and global significance as the first of its kind and the model for others that followed. Its Grade I listed status reflects its importance.

The rapid construction and design of a large building formed in a parallelogram shape is a testament to the engineering and building skills of the early 19th century and, as an example of both, the 1830s Warehouse has an extremely high heritage value.

Historically, the whole site, including the 1830s Warehouse is of the highest value, for its broader associations with railway pioneers and for its wider global influence on the development of railway transport.

Architecturally and aesthetically, whilst the 1830s Warehouse appeared to be in a similar form to canal warehousing, it was the first of its kind and featured the use of internal waggon tracks in a similar way to the use of canal legs in waterside warehousing. The engineering and form displayed at Liverpool Road went on to influence railway development around the globe.

The group of buildings on this site form a world-class example of their kind and their communal value, both at the time of their development and today, as an educational and historical resource, is of the highest order. They are an example an almost complete original early railway station (missing is the demolished 1830 Water Street road bridge).

Evidential values remain high despite the numerous adaptations and alterations to facilitate museum use. Some of the remodelling work itself retains high significance, particularly where original or historic form has been recreated.

As part of the wider Liverpool Road complex, the 1830s Warehouse also has a strong group value and makes a unique and highly positive contribution to the Castlefield Conservation Area.

External elevations are of very high significance. Internally there have been numerous changes to the 1830s Warehouse. The original structure remains and is of very high significance, including walls, floors, timber frame and cast-iron columns, roof, and openings.

Internal doors are all later modern replicas. Modern partition walls are of limited heritage value, though they are evidence of how the museum site has evolved. The spaces of the 1830s Warehouse retain a high degree of significance.



Image 9: Artist's impression of Liverpool Road site, Alfred Peter Harris.

Conservation Area

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

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

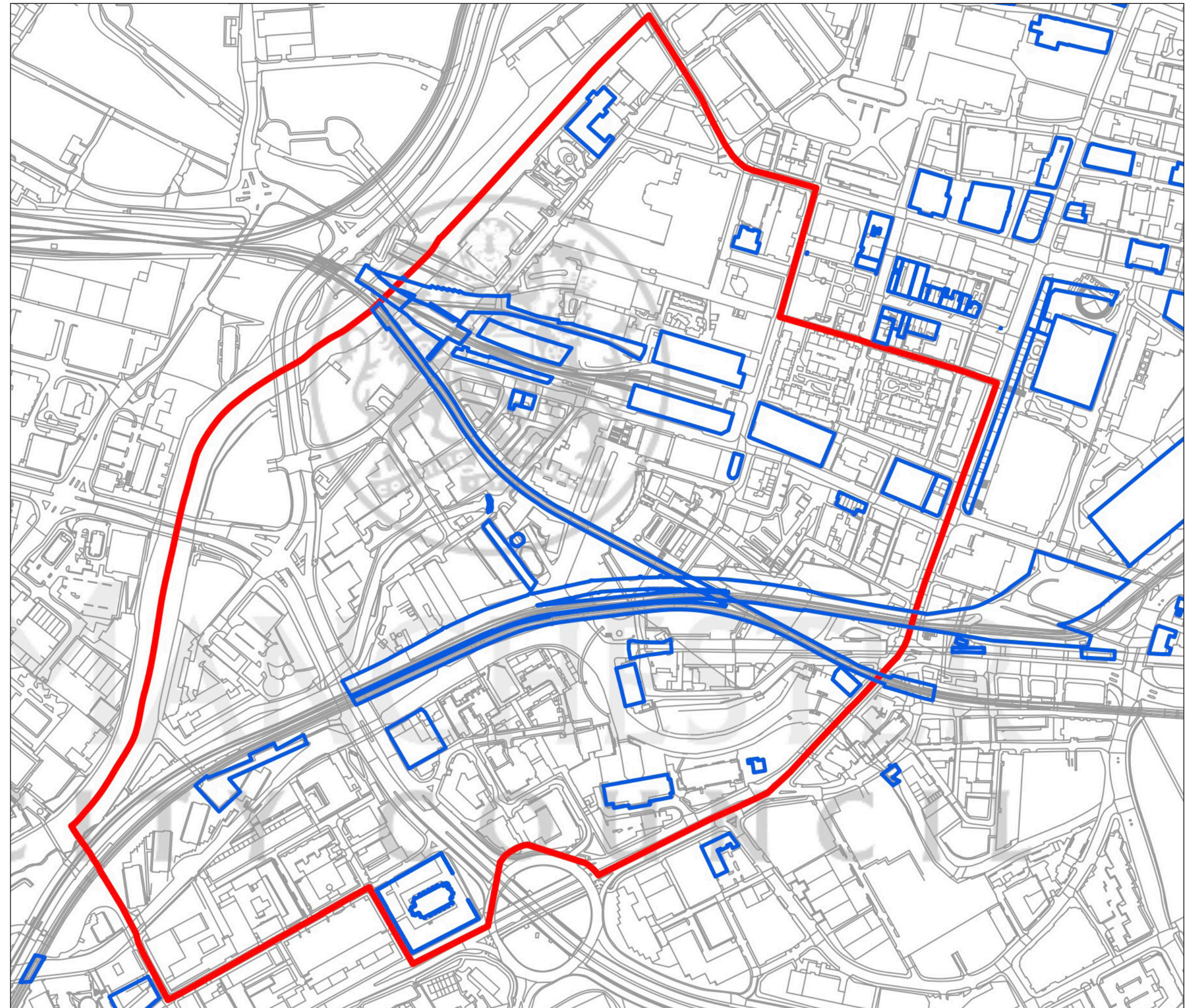


Image 10: Castlefield Conservation Area map, MCC



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Proposals and Impact



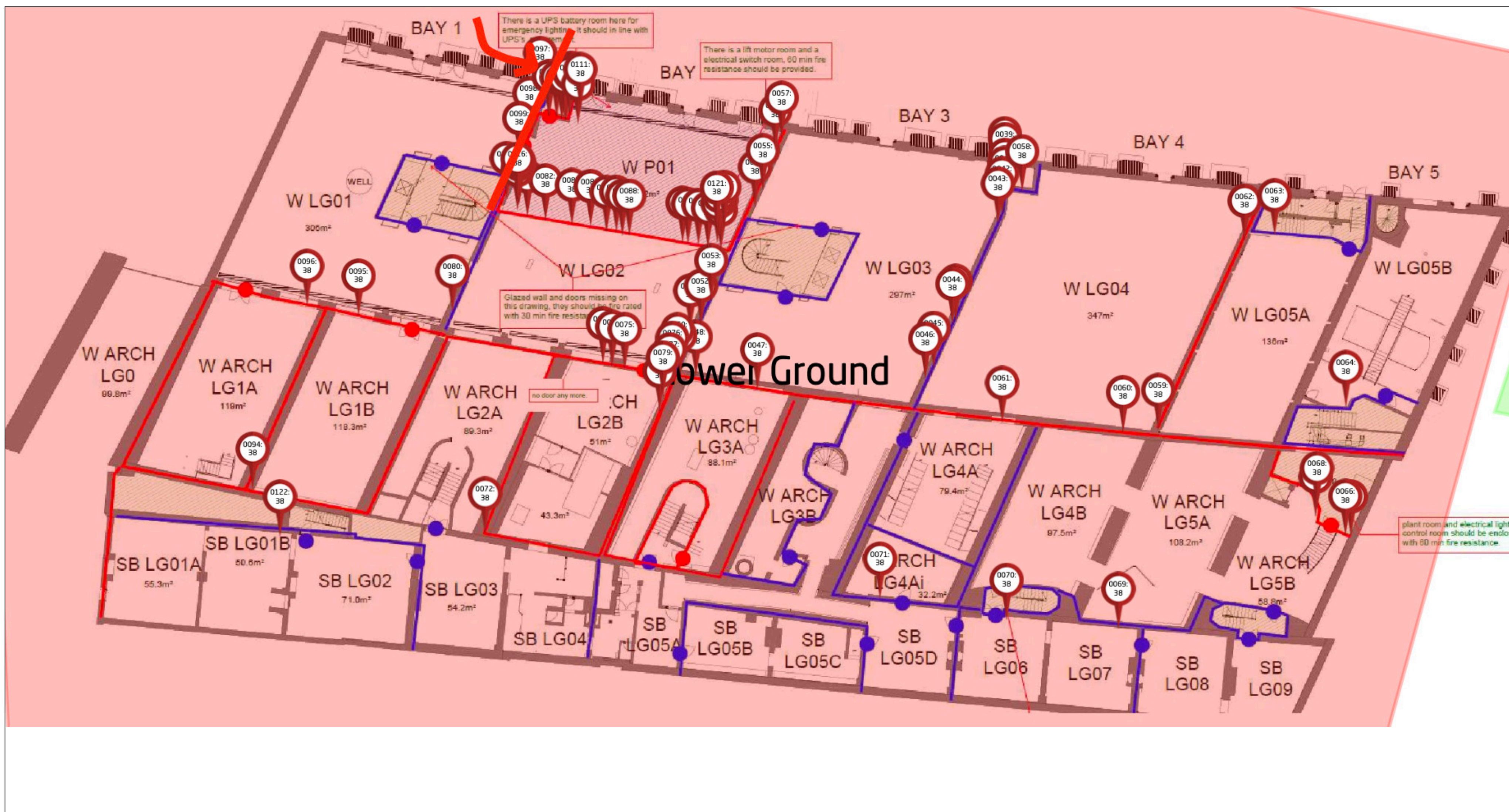


Image 11: NEO fire report extract showing Lower Ground Floor PIN locations of compartment works.

Ground Floor

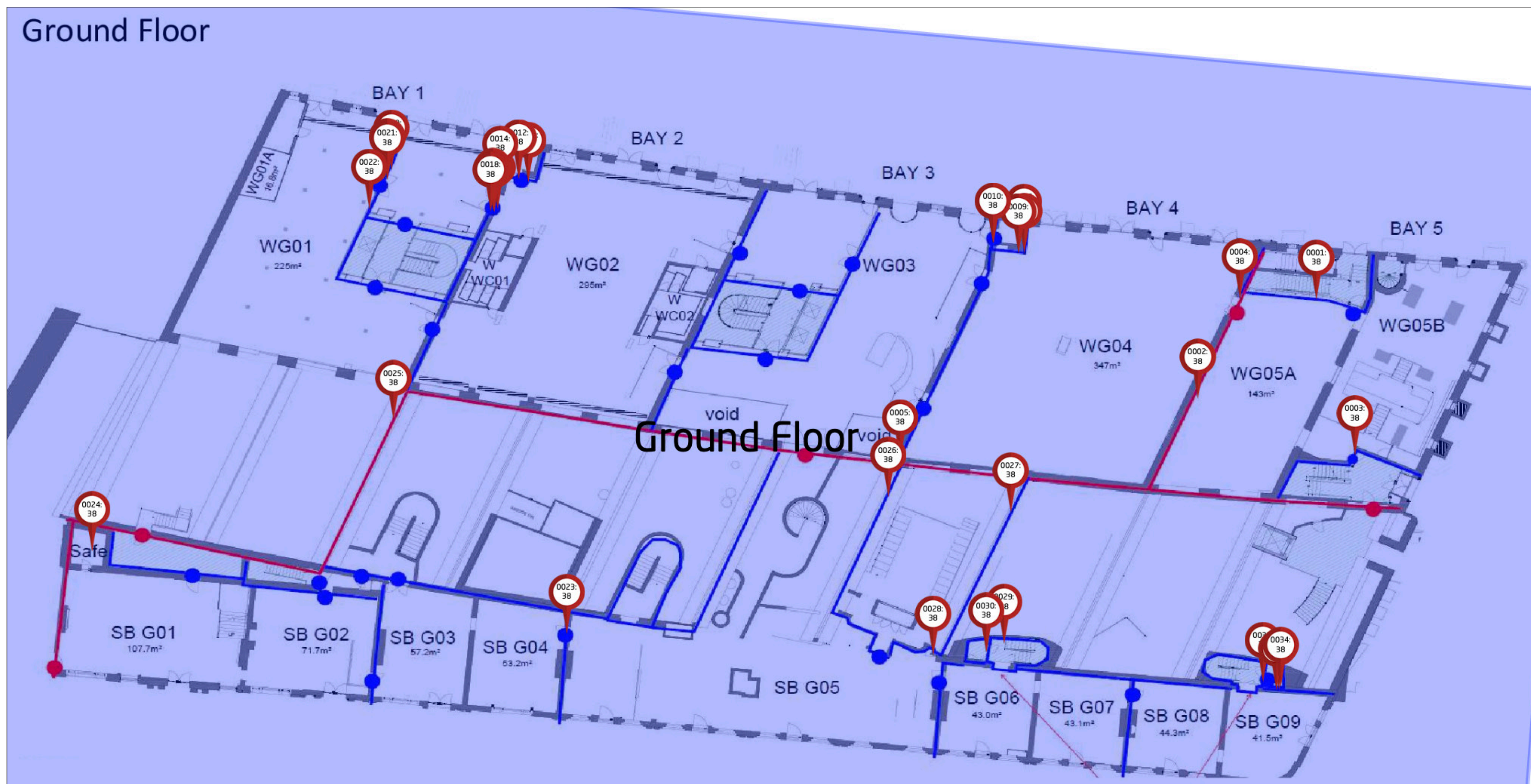


Image 12: NEO fire report extract showing Ground Floor PIN locations of compartment works.

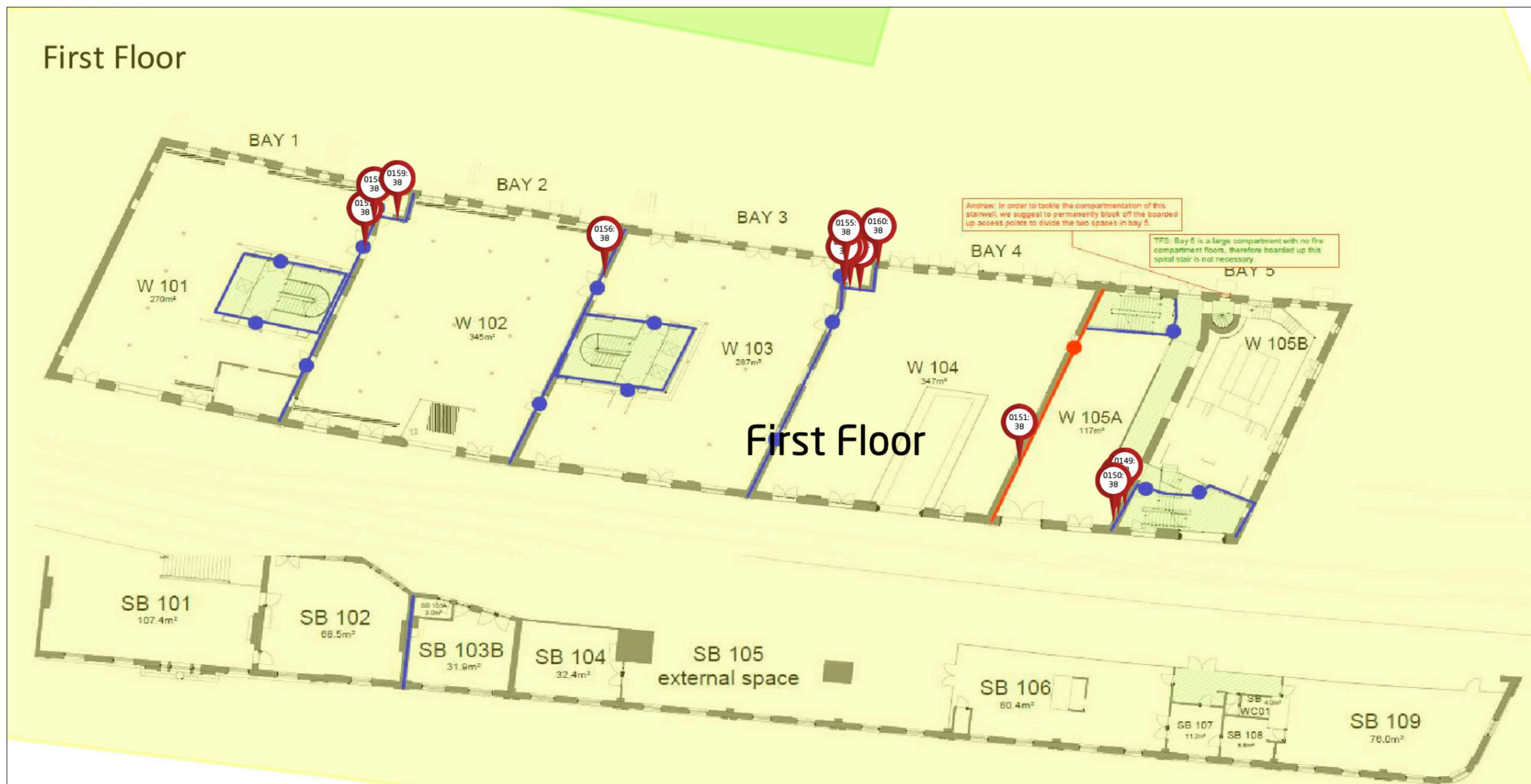


Image 13: NEO fire report extract showing First Floor PIN locations of compartment works.

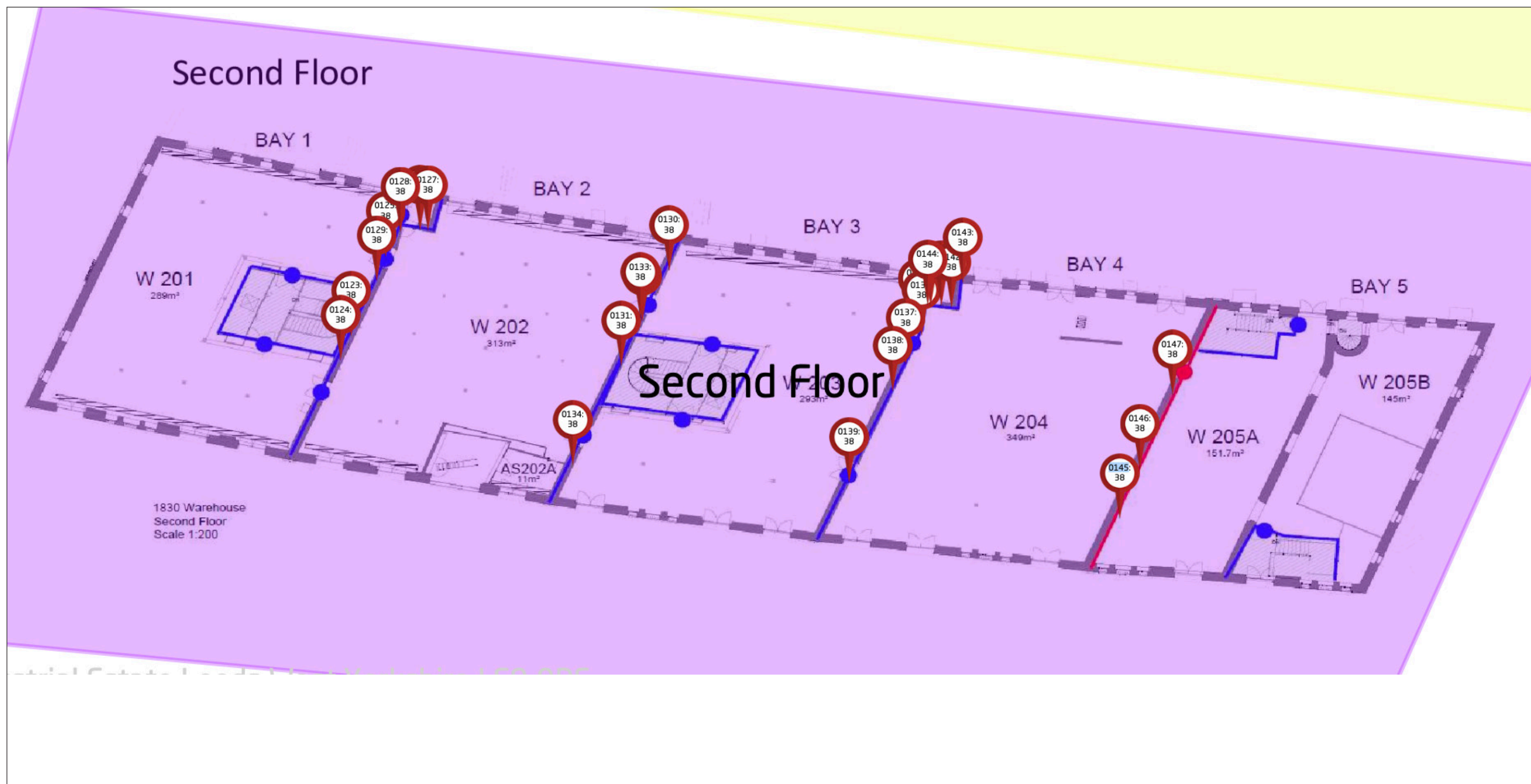


Image 14: NEO fire report extract showing Second Floor PIN locations of compartment works.

6.0 PROPOSALS AND IMPACT

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

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

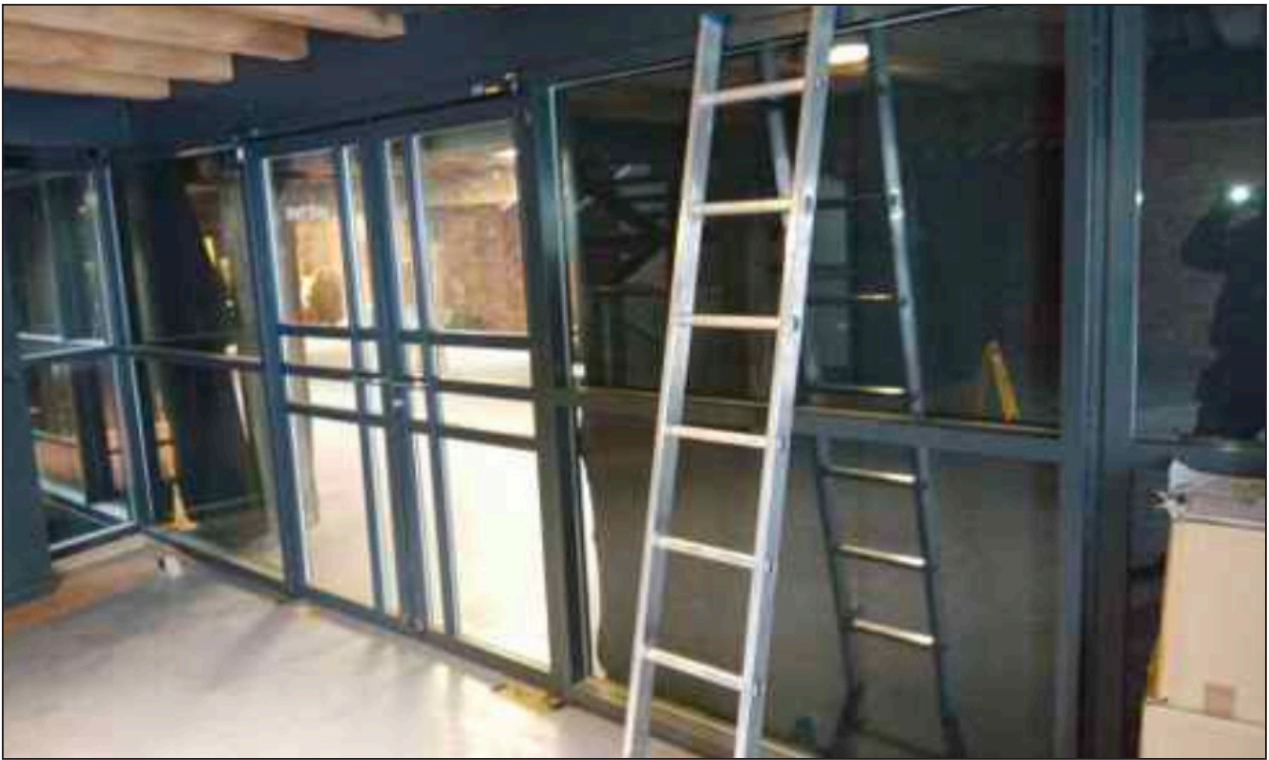
Compartmentation

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

PIN Location: 0001:38, 0020:38, 00086:38
 Methodology: COMP_MET_501
 Change: Non-compliant glazing to be replaced with new fire rated version.
 Impact: Neutral, there will be negligible visual change.

PIN Location: 00060:38, 0006:38 0007:38, 0008:38, 0161:38
 Methodology: COMP_MET_503 COMP_MET_502
 Change: Brickwork repair where required with like for like handmade red bricks pointed in agreed lime mortar mix. Fire-batting and intumescent seals to be applied to voids and around pipes, cables, and cable trays.
 Impact: Enhancement through careful repair of brickwork, fire batting and sealant will have a minimal impact on historic fabric and aesthetics, which will have a negligible adverse impact. This is considered to be greatly outweighed by the advantages of fire protection to the building.

PIN Location: 0012:38, 0053:38, 0158:38, 0165:38, 0166:38 009:38 00013:38 0107:38
 Methodology: COMP_MET_506 COMP_MET_505 COMP_MET_519
 Change: Sealing around gaps to cable, tray, conduit, pipes, trunking, and holes in existing penetrations. Cleaning of brickwork and careful removal of graphite coloured material where present to brick surface using hand tools/poultice. Remove damaged brick pieces where present, using hand tools only. New mortar to mix to be agreed. New hand-made bricks (to match existing) to be added, where required, leaving smallest opening necessary to feed cables/pipes. Bedded and pointed with lime-based mortar. Use of ablative batt where needed and sealing of gaps with intumescent sealant and backing.
 Impact: Enhancement, through removal of non-original inappropriate material. These changes are to existing penetrations, which will be filled with like for like bricks and minimal amount of intumescent material to protect from potential fire spread risk. This approach involves no/very minimal harm to historical fabric.



Images 15, 16, 17, showing examples of repair locations at PIN locations 0020:38, 60:38 and 53:38

PIN Location: 0013:38 0132:38 0155:38

Methodology: COMP_MET_507 COMP_MET_526 COMP_MET_531

Change: Sealing gaps around cable, cable trays, conduit, pipes, trunking, and holes in existing penetrations. Cleaning of brickwork and careful removal of foam and mastic to holes using hand tools/poultice. New mortar to mix agreed. New hand-made bricks to be added where required, leaving smallest opening necessary to feed cables/pipes. Bedded and pointed with lime-based mortar. Sealing of gaps with intumescent sealant and backing.

Impact: Enhancement, through removal of non-original inappropriate material. These changes are to existing holes, which will be filled with minimal amount of intumescent material to prevent potential fire spread. This approach involves no/very minimal harm to historical fabric.

PIN Location: 0025:38, 0080:38, 0095:38, 0096:38, 0098:38, 0101:38, 0104:38, 0106:38, 0108:38

Methodology: COMP_MET_508

Change: Sealing around gaps to cable, tray, conduit, pipes, trunking, and holes in existing penetrations. Cleaning of brickwork involves removal of existing mortar around cable and face of masonry. Removal with hand tools or to be left in-situ if cannot be removed without damage to brickwork faces. Mortar mix to be agreed. Intumescent sealant and backing to seal holes.

Impact: Enhancement, through removal of non-original inappropriate material. These changes are to existing holes, which will be filled with minimal amount of intumescent material to prevent potential fire spread. This approach involves no/very minimal harm to historical fabric.



Images 18 and 19 showing typical repair location at 013:38 and 0025:38

PIN Location: A1GW04

Methodology: COMP_MET_558

Change: Carefully remove damaged and loose brick.

Undertake repair to brick faces using lime mortar (mix to be agreed). Should damage be extensive, replace brick with like for like in lime mortar. Carefully trim back ragged edges of floorboards to ensure flat edge with minimum loss of board. Insert new matching timber across boards and use lime mortar to fill gaps, to ensure fire integrity.

Impact: This involves minimal damage to historical fabric, by trimming of boards. This will be to the minimal extent required to gain a flat surface. Inserted timber, mortar and any new bricks required will be matched to surrounding materials. the change is necessary to ensure fire integrity.

PIN Location: 0030:38, 0032:38

Methodology: COMP_MET_509

Change: Non-compliant non-original partition to be removed and replaced with fire rated partition and door. Fixings of metal studs to be limited to mortar joints. Intumescent sealant to perimeter and timber skirtings fitted to match existing.

Impact: Enhancement. Existing partition has no historical value. Adding a new fire rated version, with door, will allow movement through the opening. Fire-rated addition will protect from potential fire spread risk.

PIN Location: 0037:38, 0039:38, 0041:38, 0046:38, 0050:38

Methodology: COMP_MET_510, COMP_MET_511

Change: Fire stopping to cable tray, pipes, and void. Carefully remove loose mortar around cabling where needed. Tidy existing cables to reduce required opening. Reinstall matching brick and mortar to leave in smallest opening necessary. Mortar mix to be agreed. Handmade bricks to match existing to be used to fill gaps, with lime mortar for pointing. Ablative batting and intumescent sealant to be used to perimeter and service penetrations.

Impact: Enhancement to existing arrangement with penetration size minimised, appropriate like for like mortar and bricks to reinstate lost fabric. Fire stopping is deemed necessary to prevent potential fire spread and protect historical fabric.

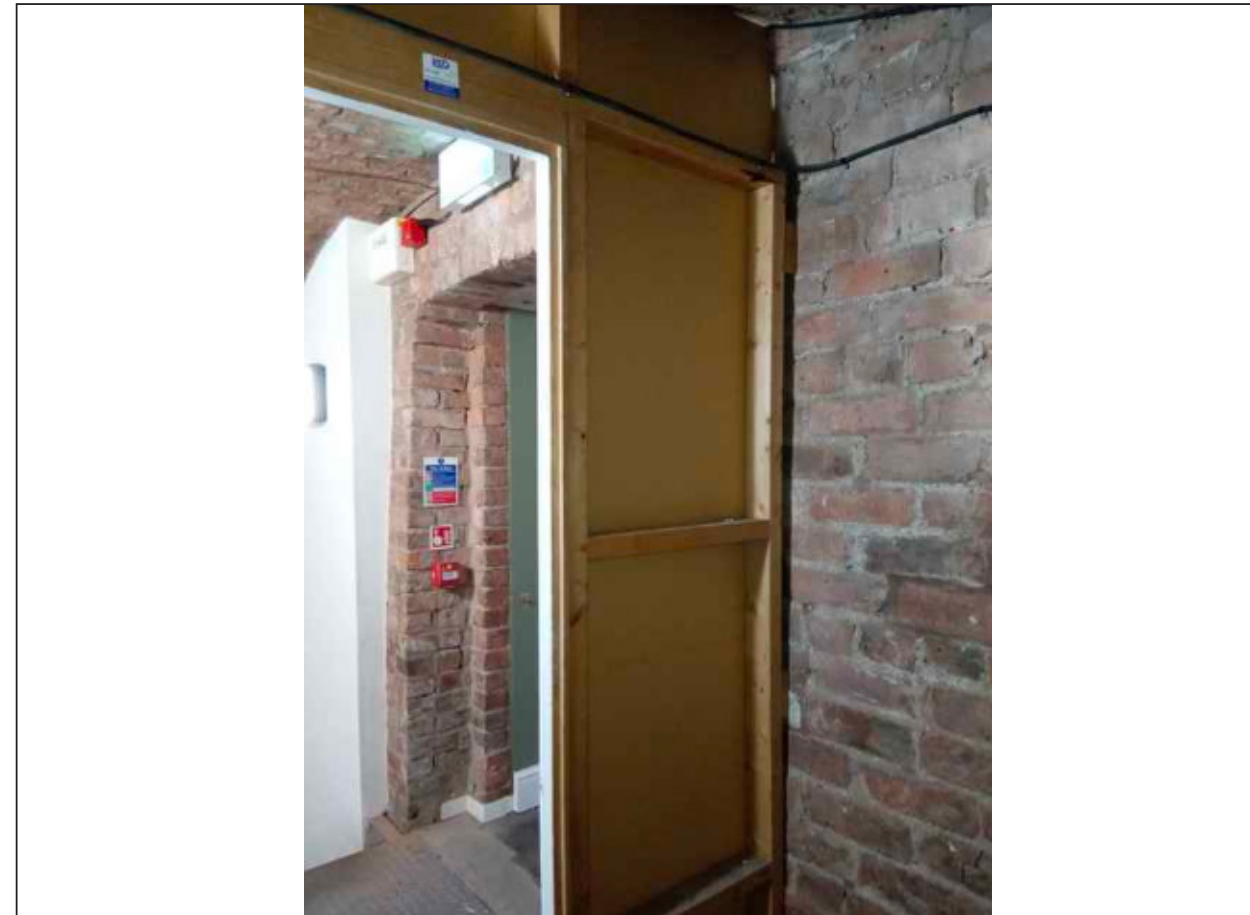


Image 20: Photograph of location 30:38



Image 21: Photograph of location 32:38

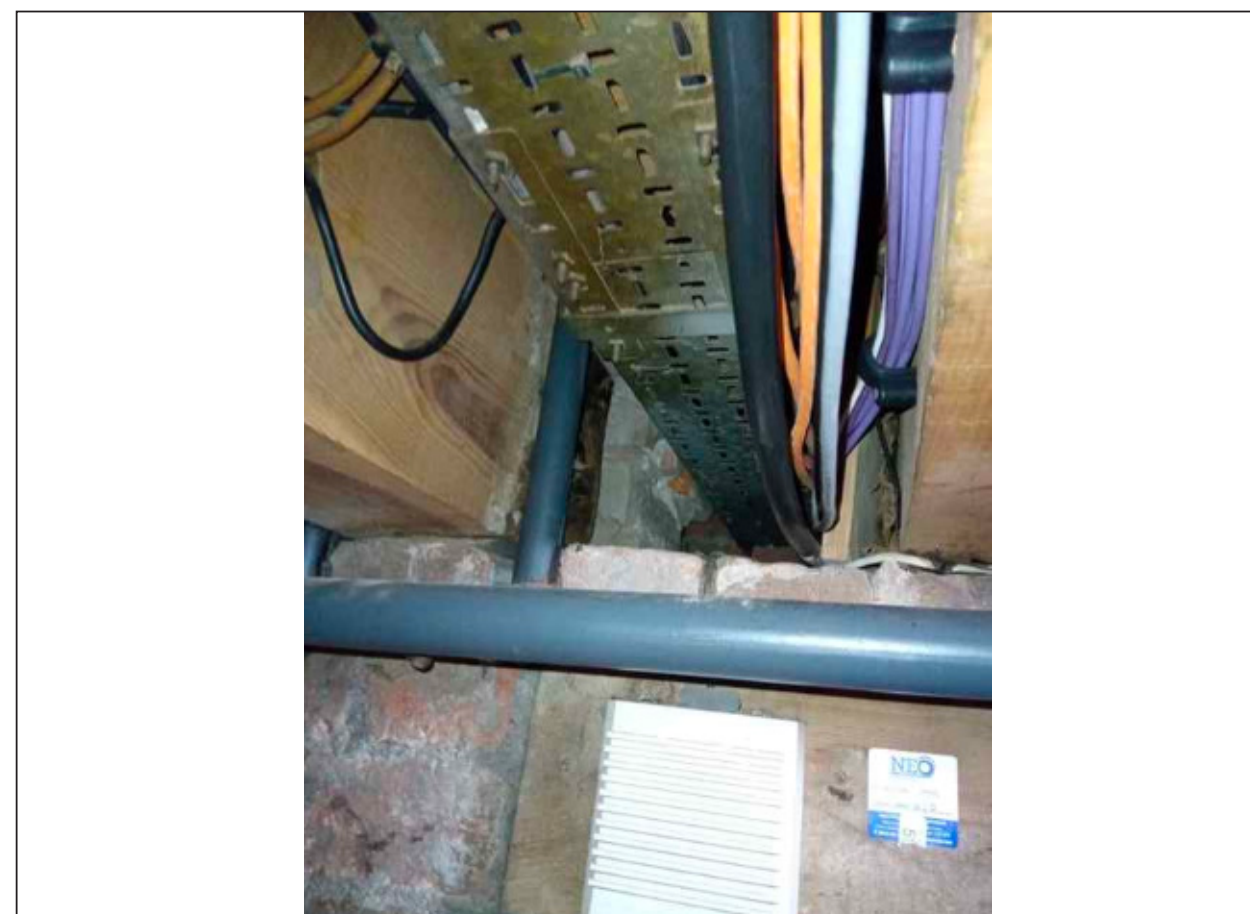


Image 22: Photograph of location 37:38

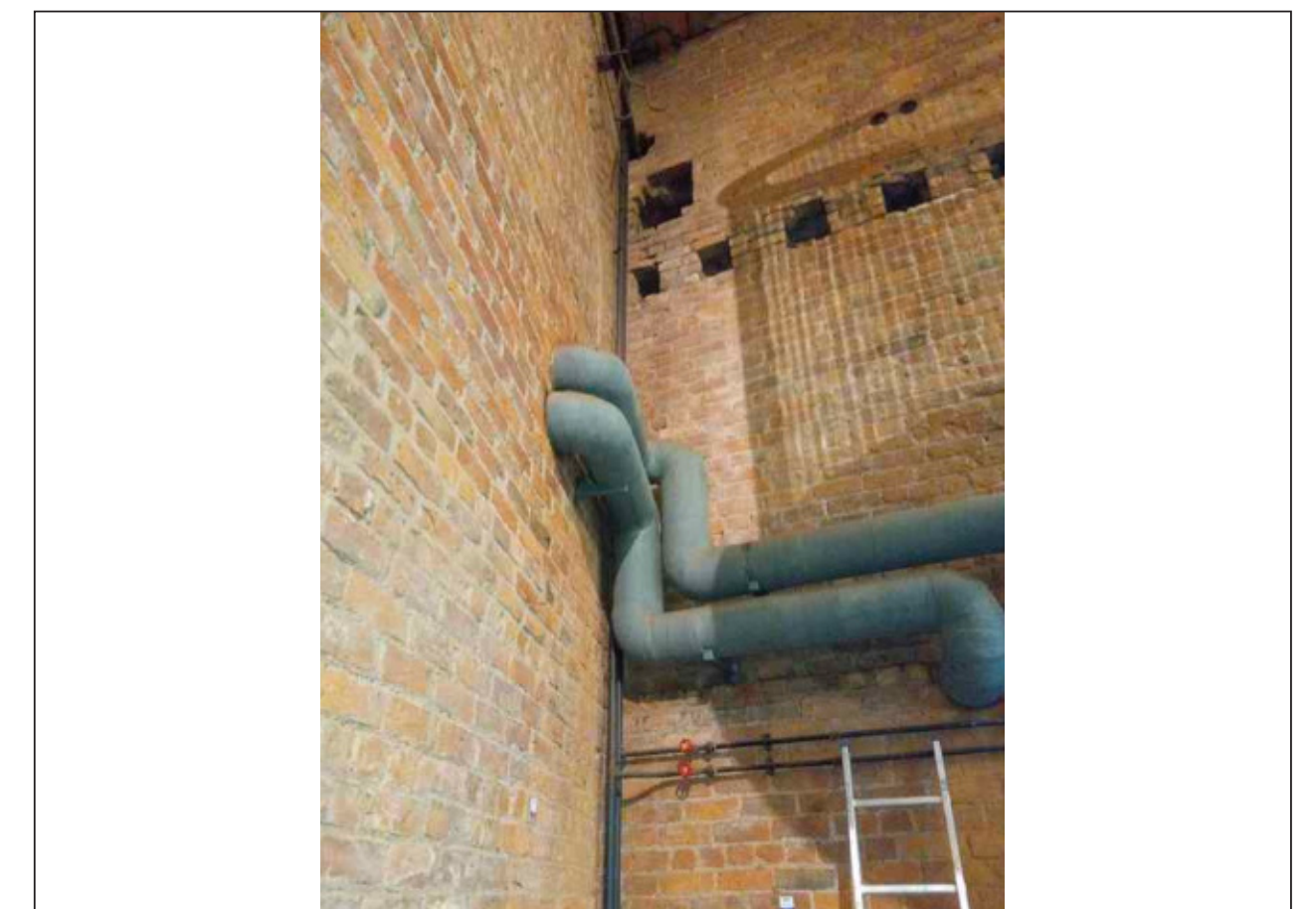


Image 23: Photograph of location 50:38

PIN Location: 0058:38

Methodology: COMP_MET_512

Change: Removal of non-compliant existing partition. Removal of redundant conduit. Installation of new fire rated partition, sealed with intumescent sealant and Rockwool. All metal studs to be fixed in mortar joints only. New timber skirtings to match existing and redecoration to match existing. Work to historical fabric to be carried out with hand tools such as plasterers' small tools, half hacksaw blades, pointing keys, and specially made steel hooks. Power tools will not be permitted. Impact: Replacement of existing partition with new has neutral impact. Providing fire protection is an enhancement, lowering risk of potential fire spread.

PIN Location: 0074:38, 0075:38

Methodology: COMP_MET_516

Change: Seal around cables, trays, conduit, pipes, trunking, and holes. Lagging to be pulled back and brickwork to be repointed in appropriate lime mortar mix to be agreed. Insulation backing and intumescent sealant to be applied to existing service penetrations. Impact: Enhancement of historic fabric with appropriate pointing. Fire protection seals to existing holes is an enhancement, lowering risk of potential fire spread.

PIN Location: 0078:38

Methodology: COMP_MET_517

Change: New fire partition required. Repoint brickwork, fixing of new partition into mortar joints only, lime mortar mix to be agreed. Intumescent sealant to be applied to perimeter of new partition. Work to historical fabric to be carried out with hand tools such as plasterers' small tools, half hacksaw blades, pointing keys, and specially made steel hooks. Power tools will not be permitted. Paint new plaster to new partition. Impact: Minor adverse with addition of non-original partition. Considered justified on the basis that the fire report has

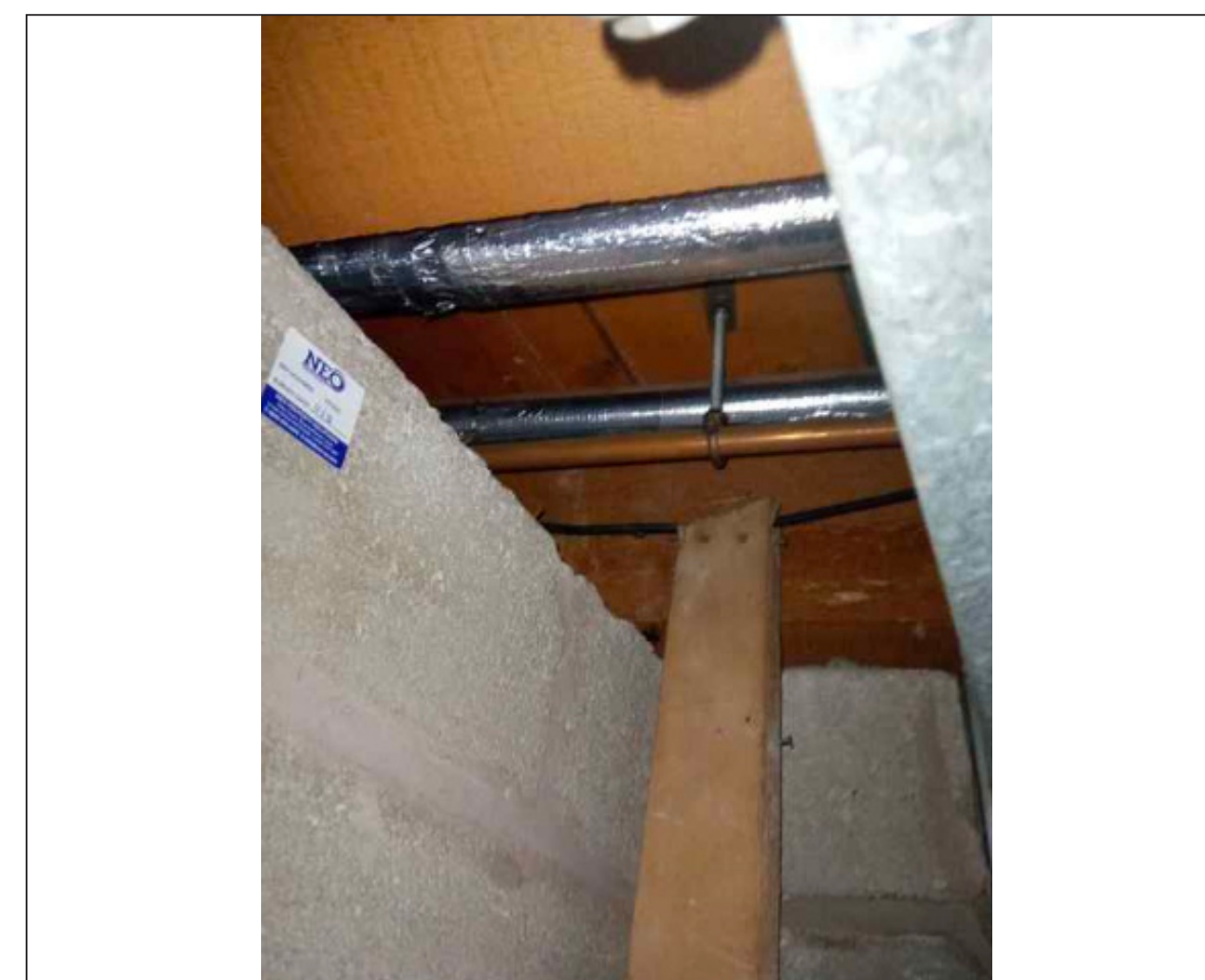
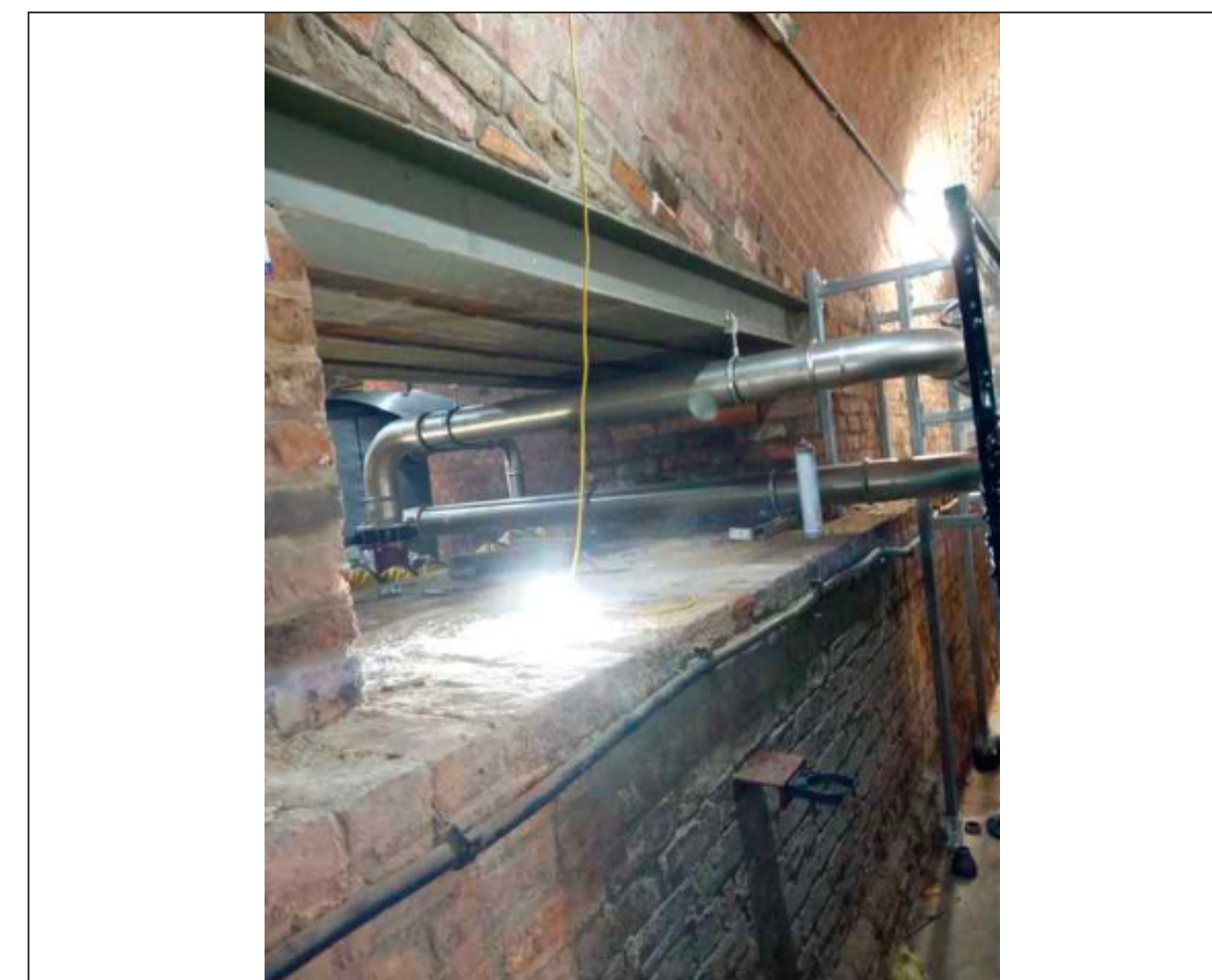
identified a partition in this location is necessary to meet fire protection requirements. There will be minor impact on historic fabric with fixings, limited to mortar so as to avoid historic brickwork.

PIN Location: 0120:38

Methodology: COMP_MET_520

Change: Fire stopping to be added to head of wall by installation of ablative coated batt to face of timber- installed vertically, intumescent seal to perimeter.

Impact: Negligible adverse. There will be a slight change to original fabric through adding of new batt. This is barely visible. Existing fabric will remain, and new material cut to fit. Seal must be applied to touch existing timber. Minimal intervention considered justified on the basis that fire stopping is required in this location where there is presently a hole.



Images 24 and 25: Locations 0058:38 and 0074:38

Images 26 and 27: Locations 0078:38 and 0120:38

PIN Location: 0125:38, 0134:38, 0142:38

Methodology: COMP_MET_522

Change: Firestopping added to cables and trays following cable rationalisation. Remove fire batt, reinstate brickwork using handmade bricks to match existing in lime mortar (mix to be agreed) to reduce size of existing hole. Ablative batt to be fitted with intumescent sealant added to perimeter and around services.

Impact: Minor enhancement. Reducing opening and adding replacement suitable bricks and mortar will tidy the existing situation and be a visual enhancement.

PIN Location: 0126:38 0127:38

Methodology: COMP_MET_523 COMP_MET_524

Change: Firestopping applied around existing cable trays. Removal of damaged brick pieces, and replacement handmade bricks to match existing, with lime mortar (mix to be agreed). Ablative batt and intumescent seal applied to perimeter and service penetrations.

Impact: Removal and replacement of damaged bricks is an enhancement to historic fabric. Fire batt and seals will have a minimal visual impact and are considered necessary to protect from potential fire spread.

PIN Location: 0128:38 0135:38

Methodology: COMP_MET_525

Change: Add plastic mortar to fill hole in single brick. Texture and colour to match existing.

Impact: Enhancement. Filling the hole will complete the brick. Careful matching will minimise visual impact.

PIN Location: 0153:38

Methodology: COMP_MET_527

Change: Ineffective barrier in former door opening to be removed and replaced with fire door in suitable in-keeping style. New decoration applied.

Impact: Enhancement by removal of inappropriate barrier. Returning opening to doorway.

PIN Location: 0145:38 0151:38 0069:38

Methodology: COMP_MET_515

Change: Ineffective barrier in former door opening to be upgraded by completing fire rated board to two sides.

Impact: Neutral, this involves the completion of existing partitions.

PIN Location: 0149:38

Methodology: COMP_MET_529

Change: Firestopping holes in brickwork. Remove damaged bricks with 2 cut off pipes/holes. Agree mortar mix with Conservation Architect and install replacement handmade bricks to match existing. Apply intumescent seal with insulation backing.

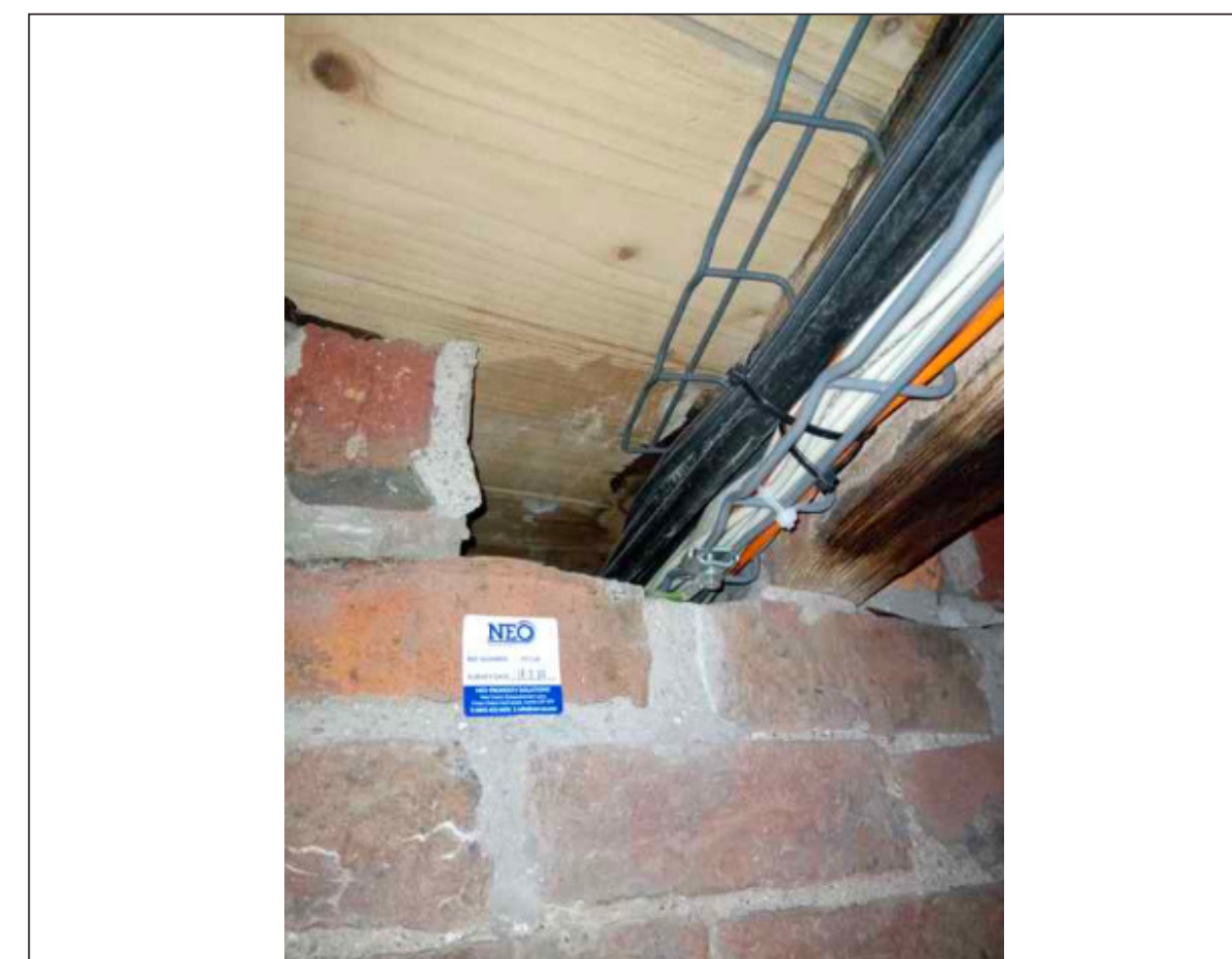
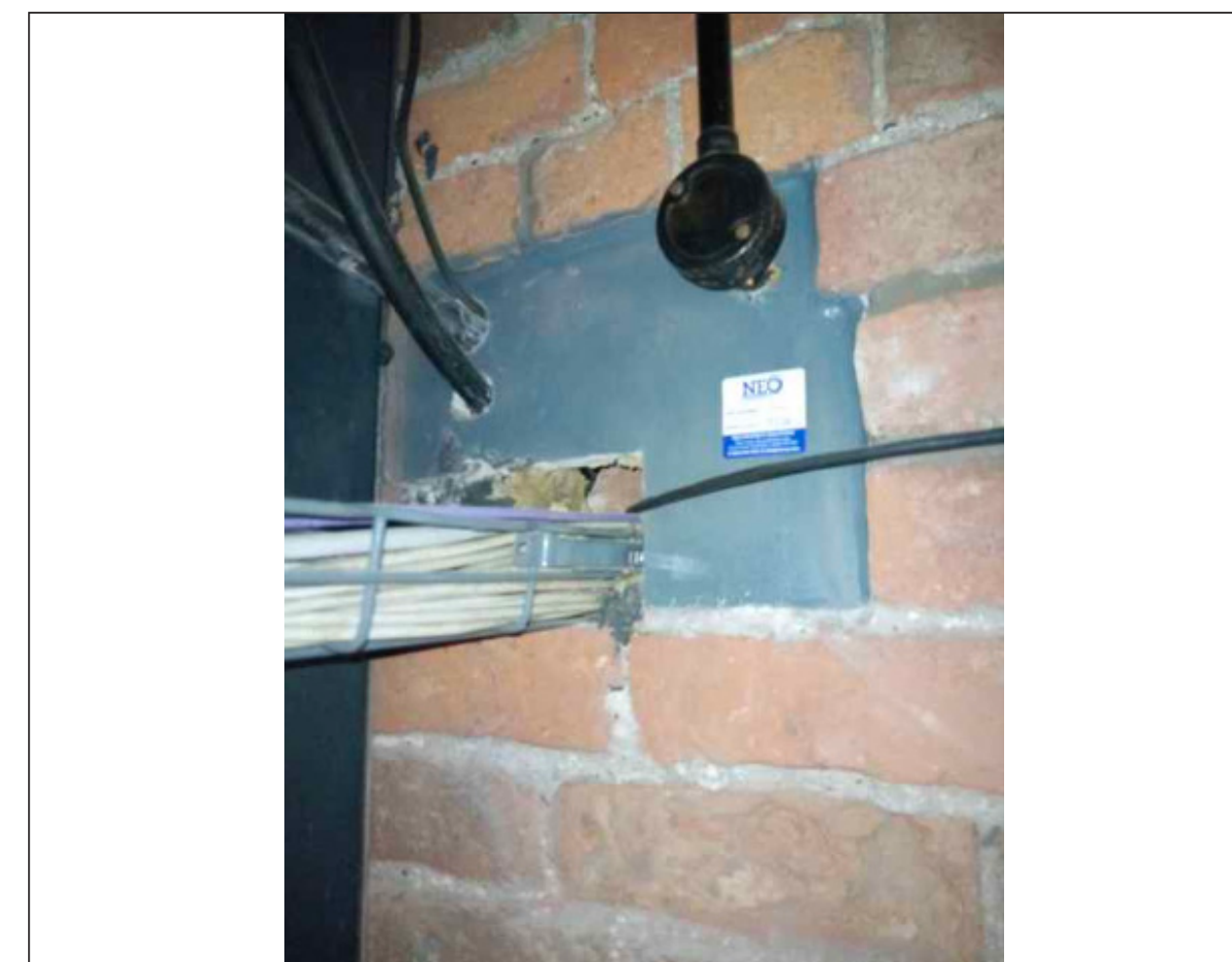
Impact: Minor enhancement with repair to existing holes in brickwork. Proposal will improve the overall aesthetic, blending with the surrounding existing fabric.

PIN Location: 0100:38 0068:38

Methodology: COMP_MET_532

Change: Installation of new fire rated partition with ceiling to form 30-minute fire rated storage enclosure, including new door set and fire signage. Intumescent sealant to new partition and ceiling. Plaster and paint finish to new partition.

Impact: The area is currently in a location with a mass of complex pipes and services running horizontally and consequently is not possible to introduce fire batting to address the needed fire protection within the space. By forming a limited sized stand-alone storage pod, the required fire protection can be provided with minimal impact upon historic fabric. The new intervention is on the lower ground floor and is not visible to general public. There is an element of sub-division introduced, but this is limited and considered to be the least invasive and neatest way to ensure needed storage can continue to be provided in this area.



Images 28 and 29: Locations 125:38, 126:38



Image 30: Location 0128:38



Image 31: Location 0145:38

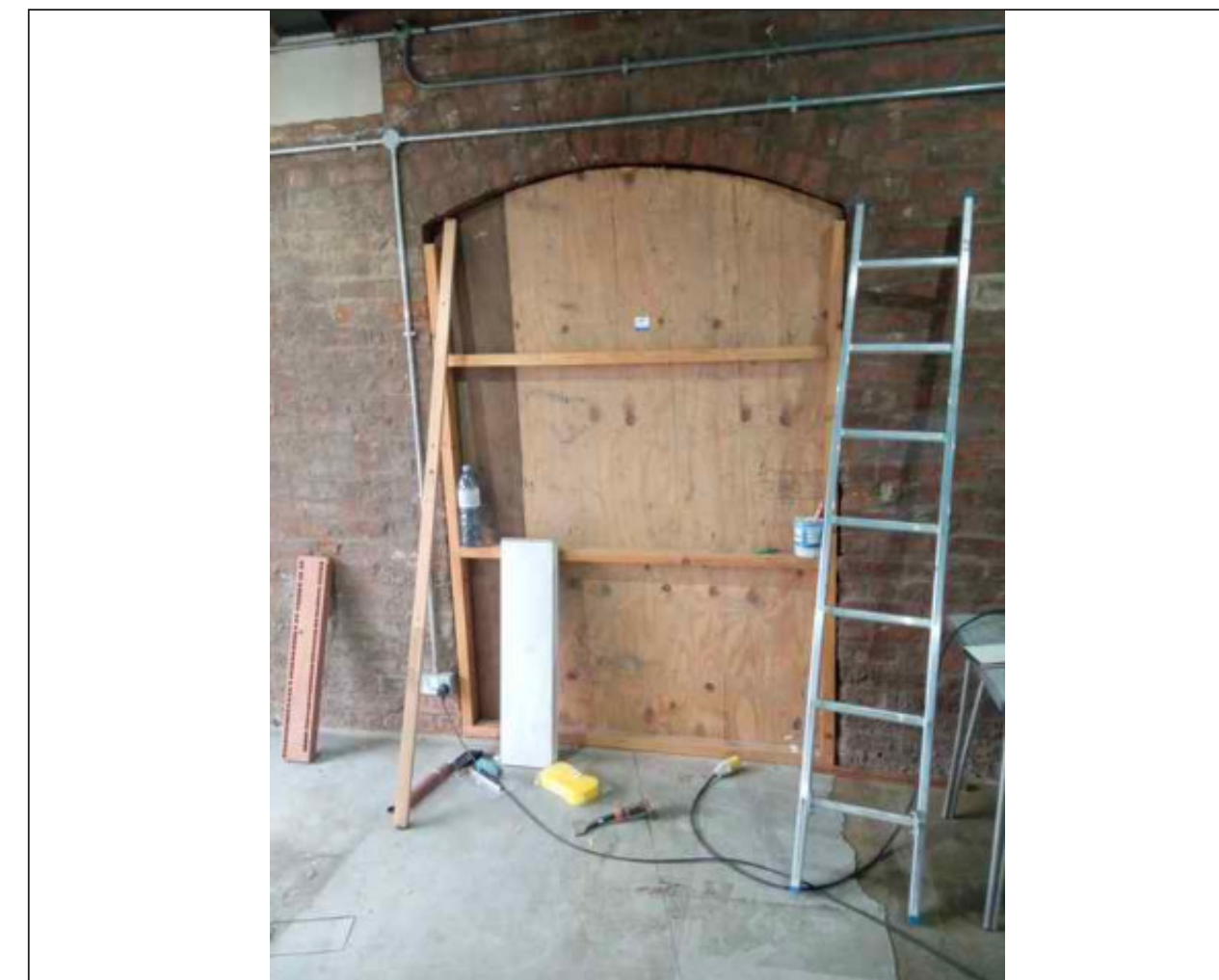


Image 32: Location 0151:38

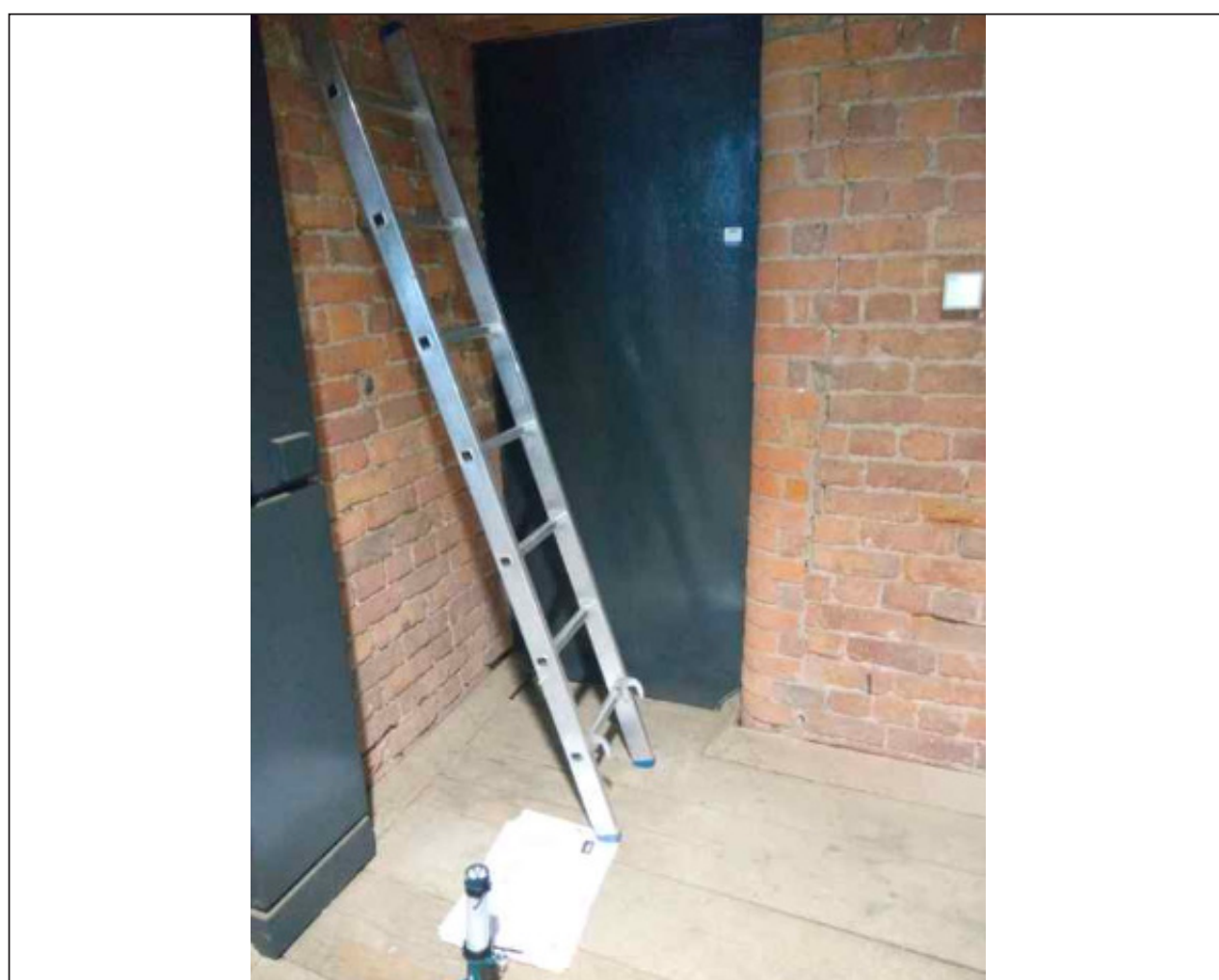


Image 33: Location 0153:38

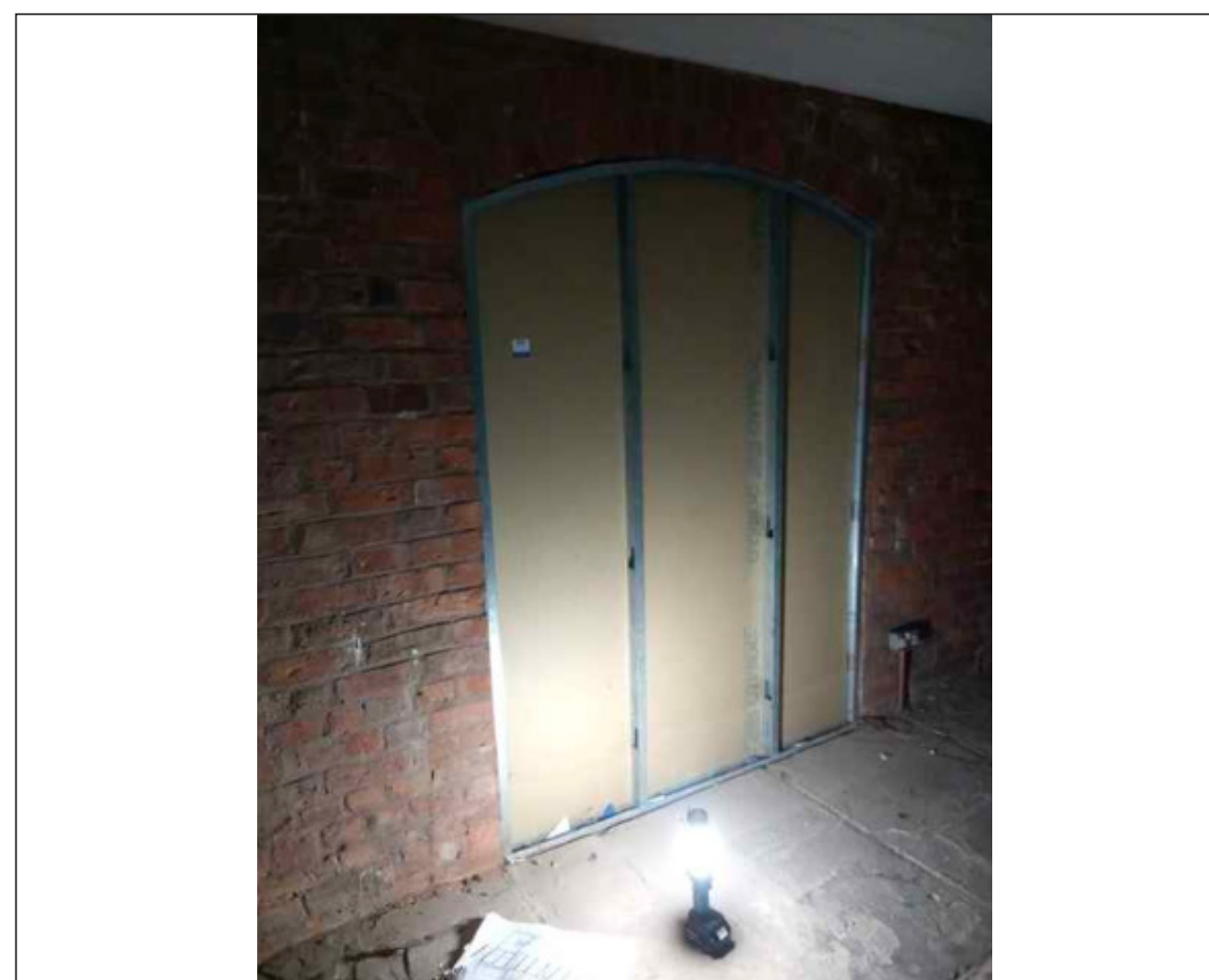


Image 34: Location 0069:38

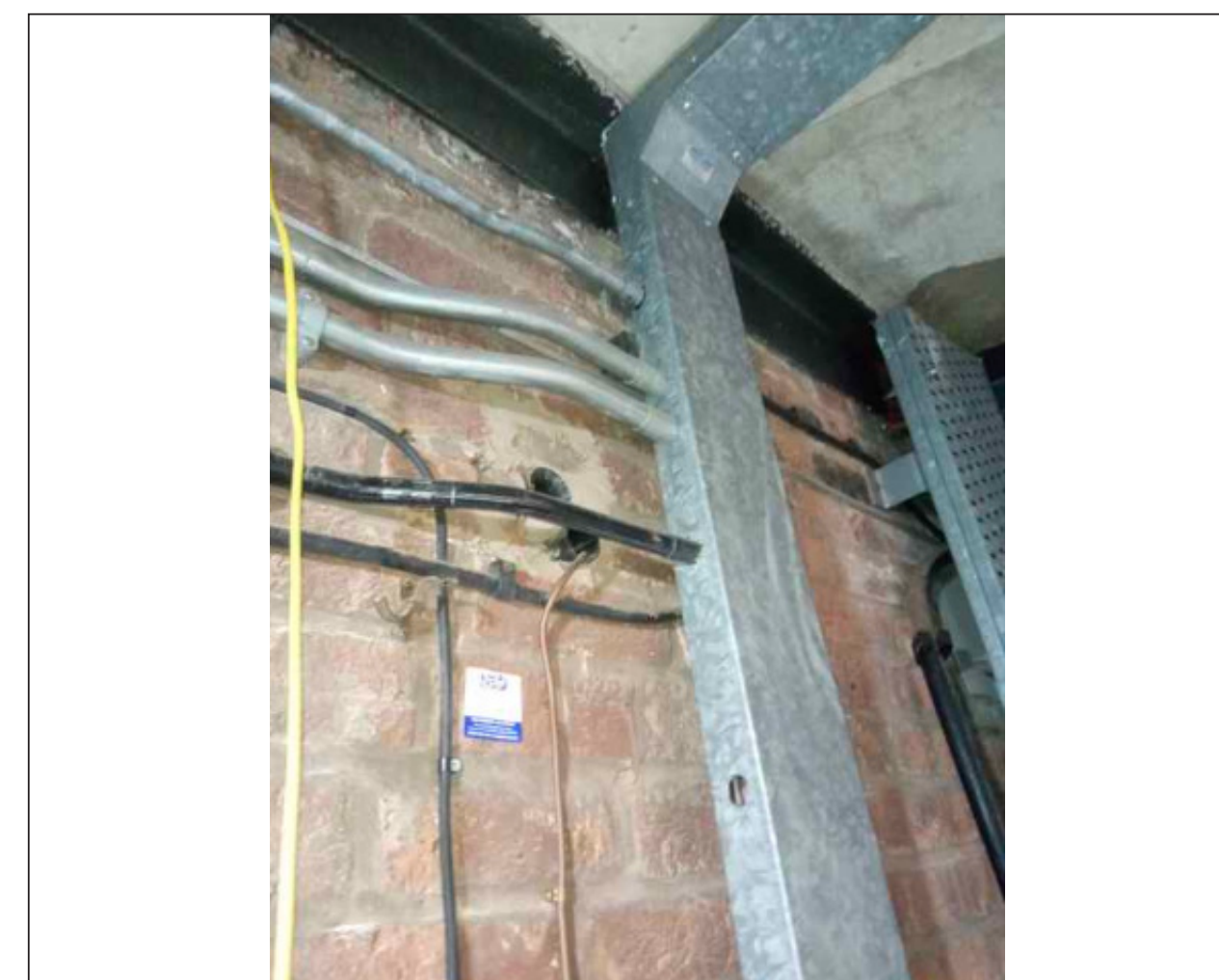


Image 35: Location 0149:38

DOORS

Across the site there are numerous recognisable door types, each type being contemporary to a different phase of alteration. Whilst none are original, and some are more sympathetic to historic form than others, to maintain the existing aesthetic whilst achieving minimal change, the least invasive approach is considered to retain these existing typologies and repair or replace with like-for-like. Where new doors are proposed, these are exact replicas of those being replaced, but in a fire compliant version. See drawings T(710), P(722), P(723). These changes do not involve historic fabric and are neutral in their impact, with no visual differences as a result of replacement. There are no instance of doors being fitted in new locations within this building.

The majority of works to the internal doors do not involve historic fabric. They are limited to replacement or additions of minor features such as closers, fire door signage, seals, or lipping. These changes do not have any impact upon heritage fabric or heritage significance. their locations can be found on the accompanying drawings as part of this application.

Where greater changes are proposed to doors these are described within this report.

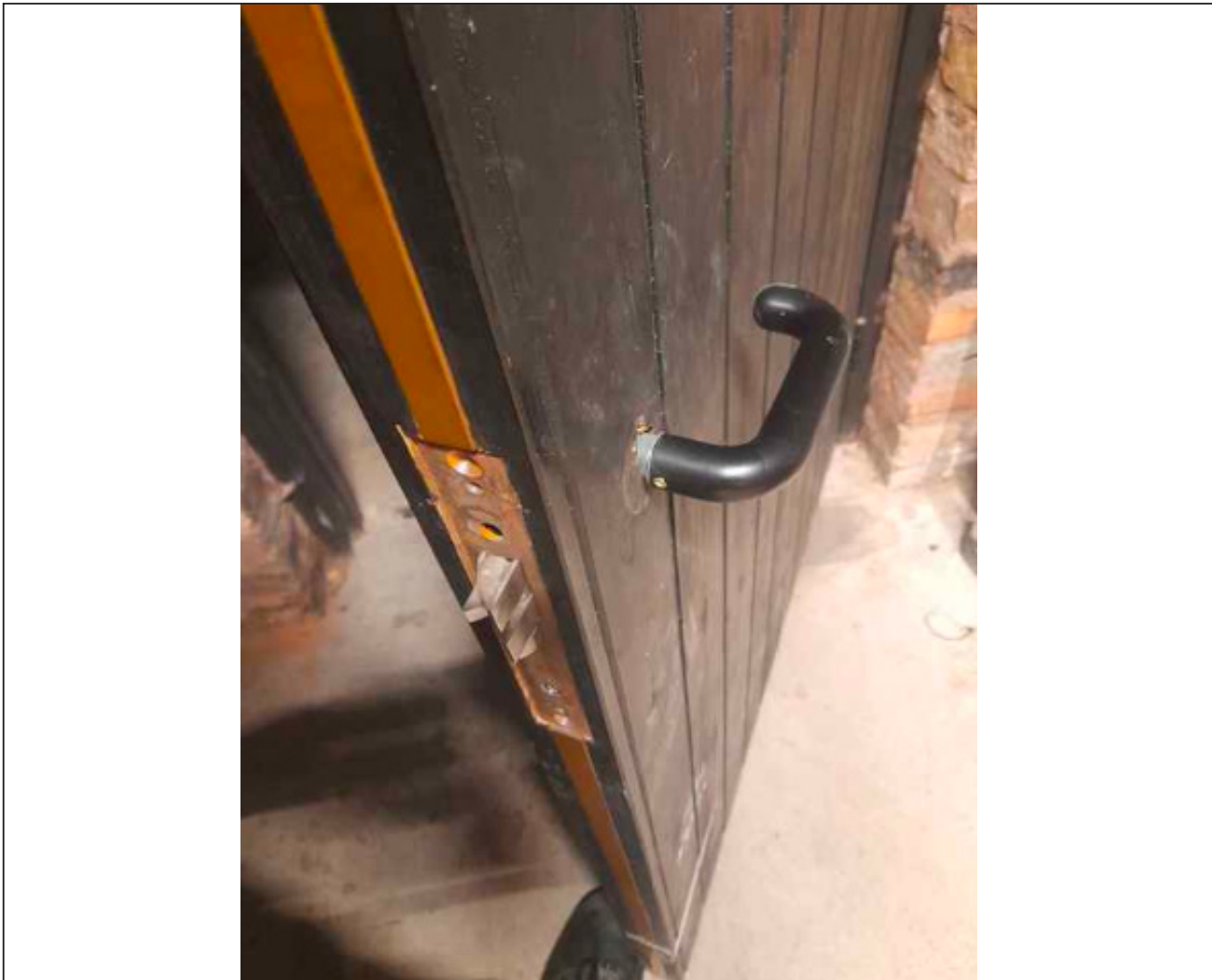
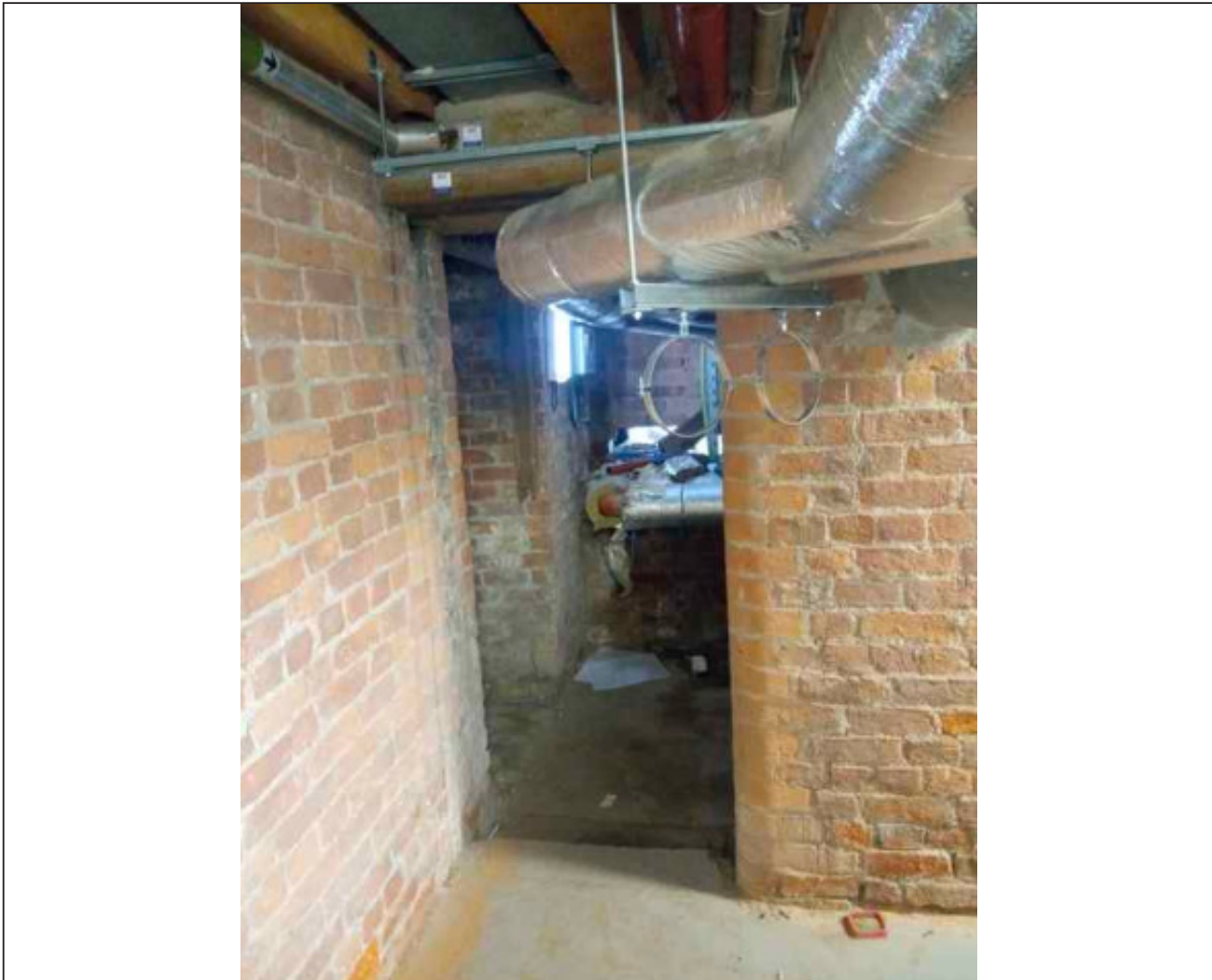
Existing modern doors are in place within the space.

PIN Location: 0002:10; 0001:10; 0019:09; 0026:09; 0049:09; 0048:09; 0062:09

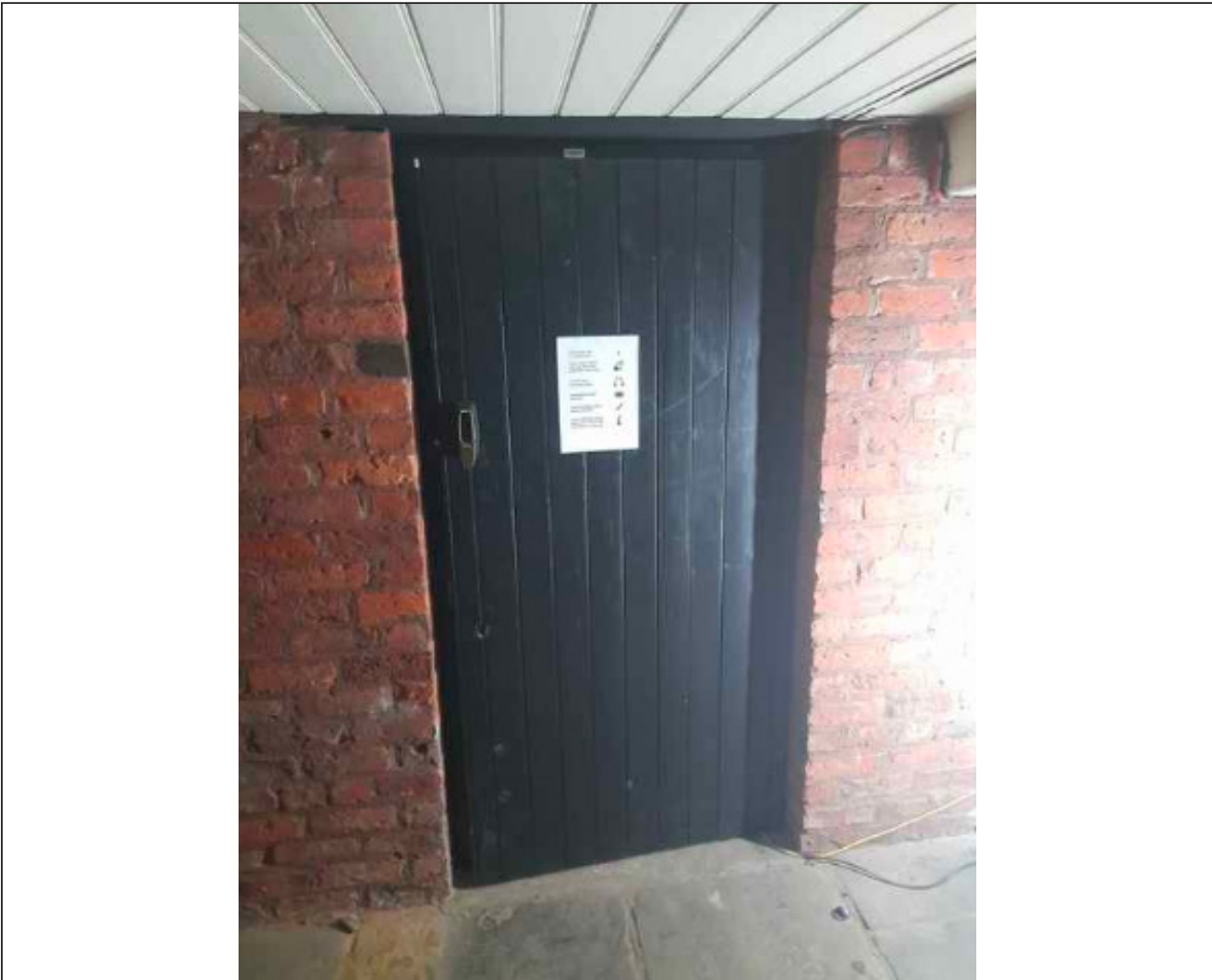
Methodology: DOOR_MET_256

Changes: Remove existing modern doors and replace with new, fire-rated, versions in same style. Decorate as existing and make good surround.

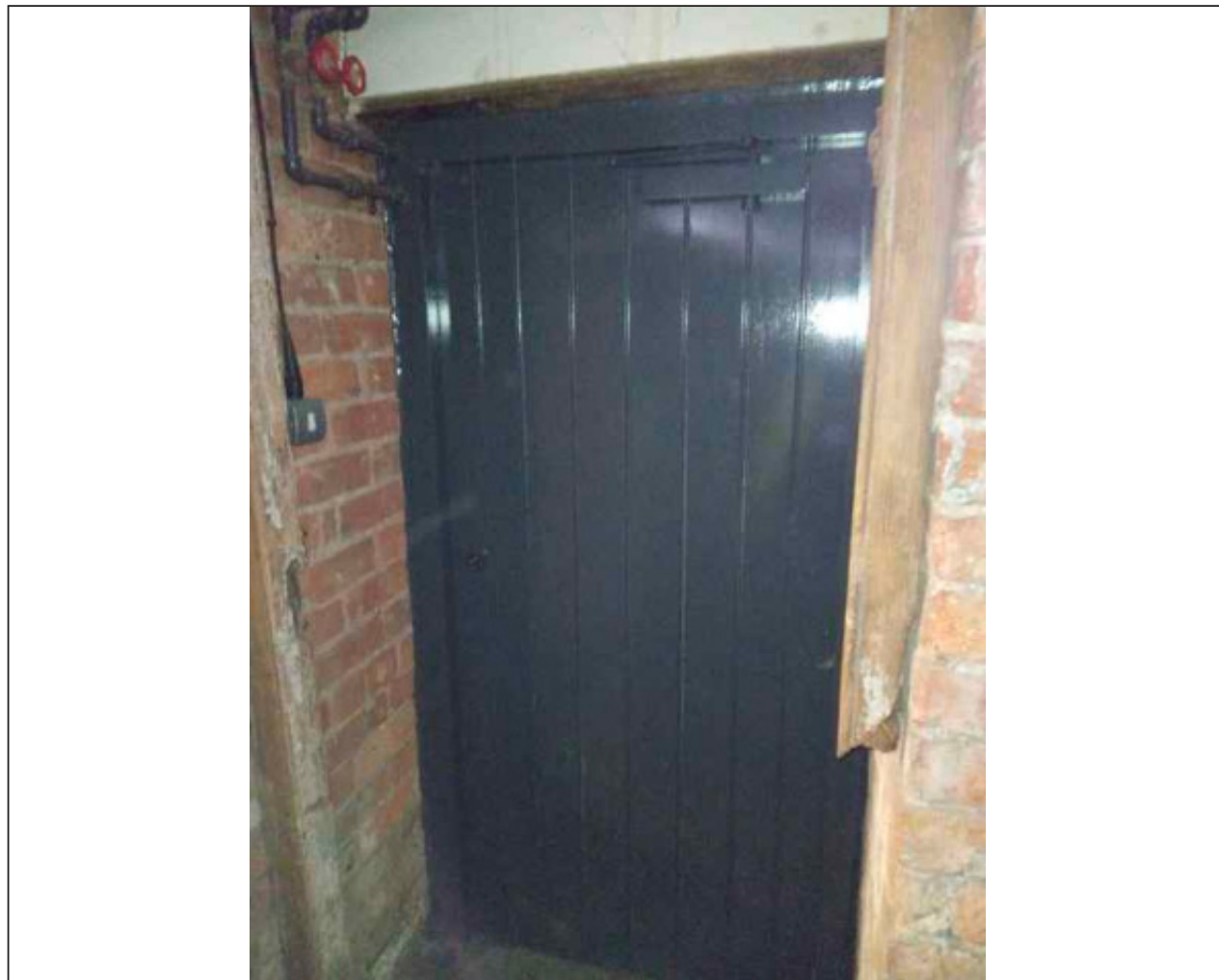
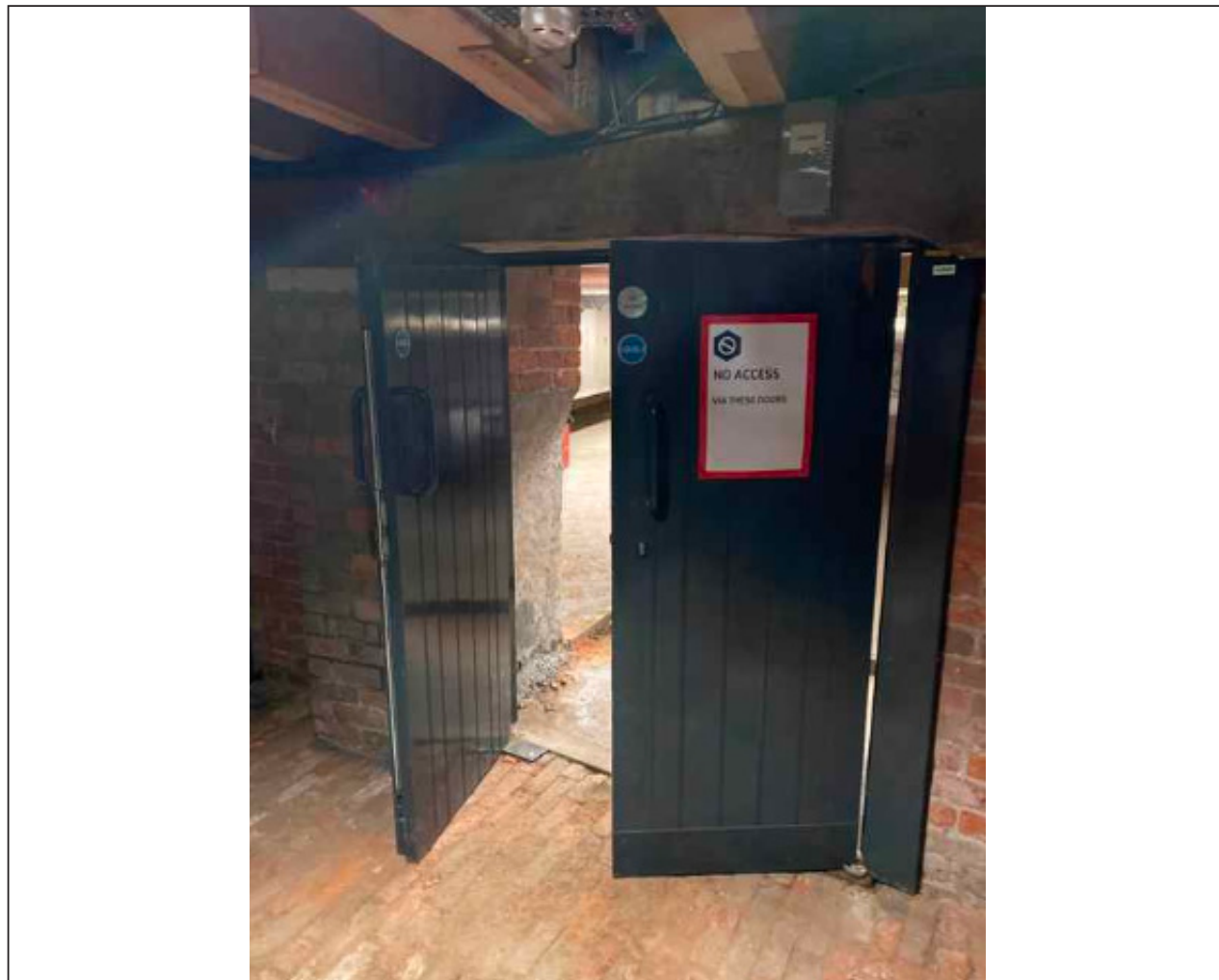
Impact: Neutral



Images 36 and 37: Location 0010:38 and Door 0002:10



Images 38 and 39: Doors 0001:10 and 0019:09



Images 40 and 41: Door locations 0026:09 and 0049:09



Image 42: Door location: 0048:09



Image 43: Door location 0062:09

Lower Ground

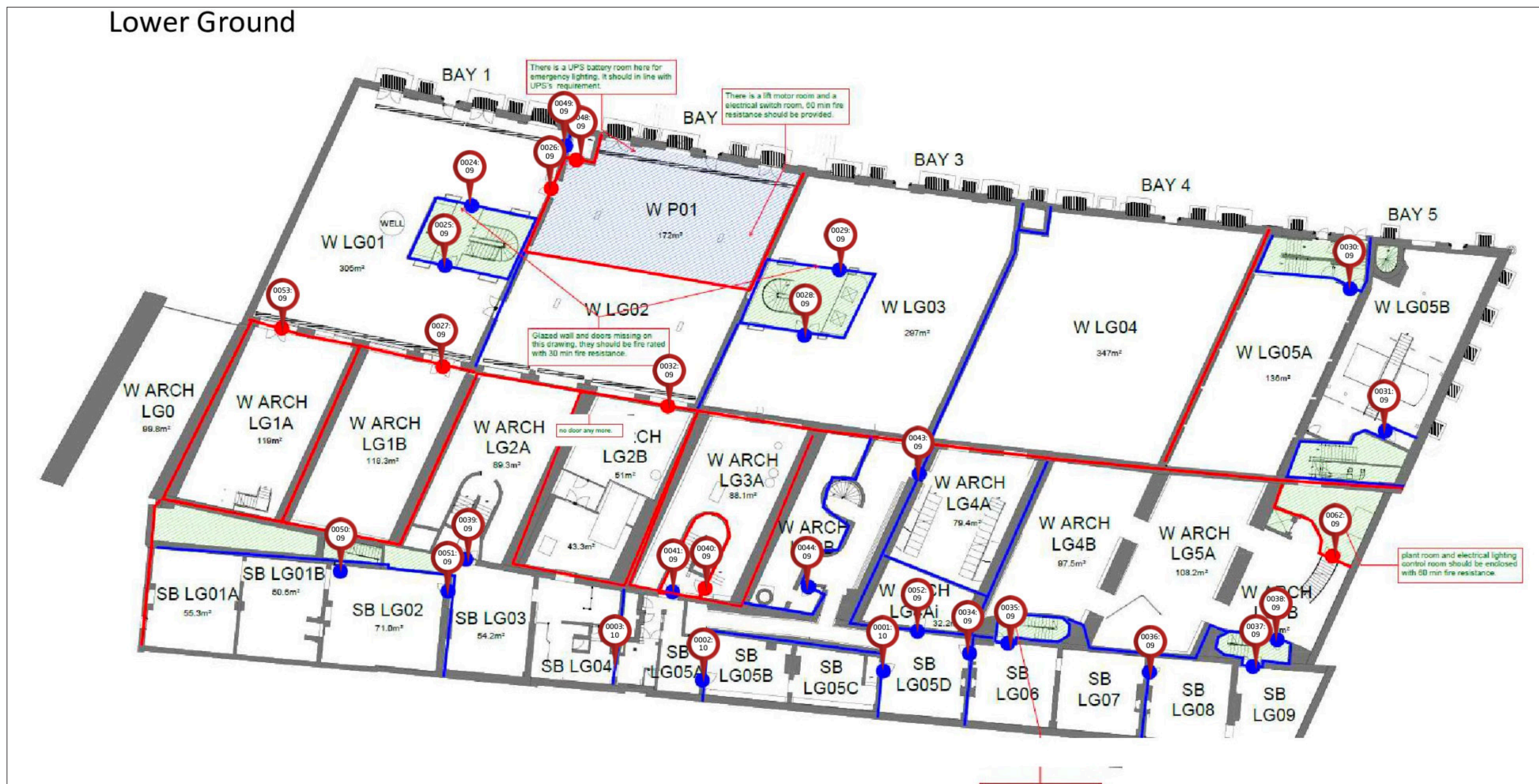


Image 44: NEO fire report extract showing Lower Ground Floor PIN locations of door works.

Ground Floor

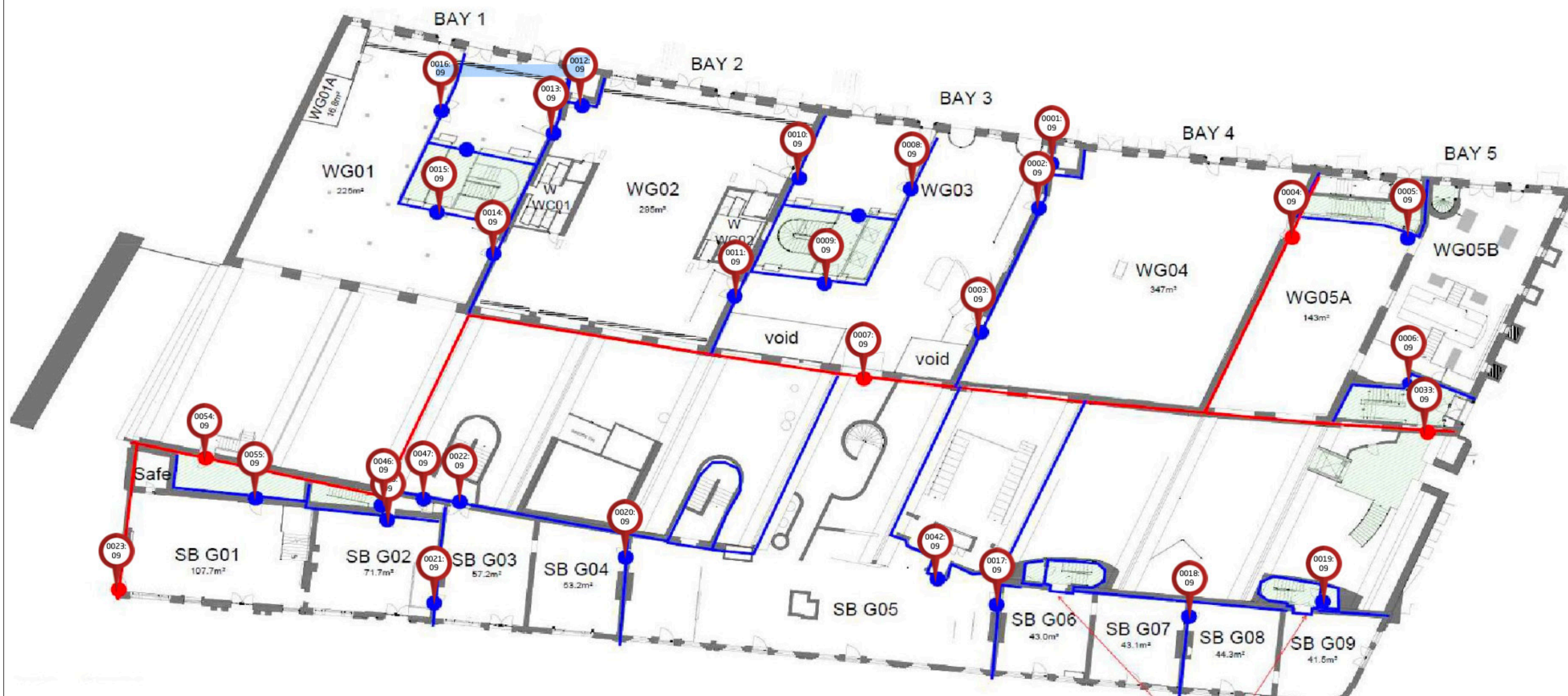


Image 45: NEO fire report extract showing Ground Floor PIN locations of door works.

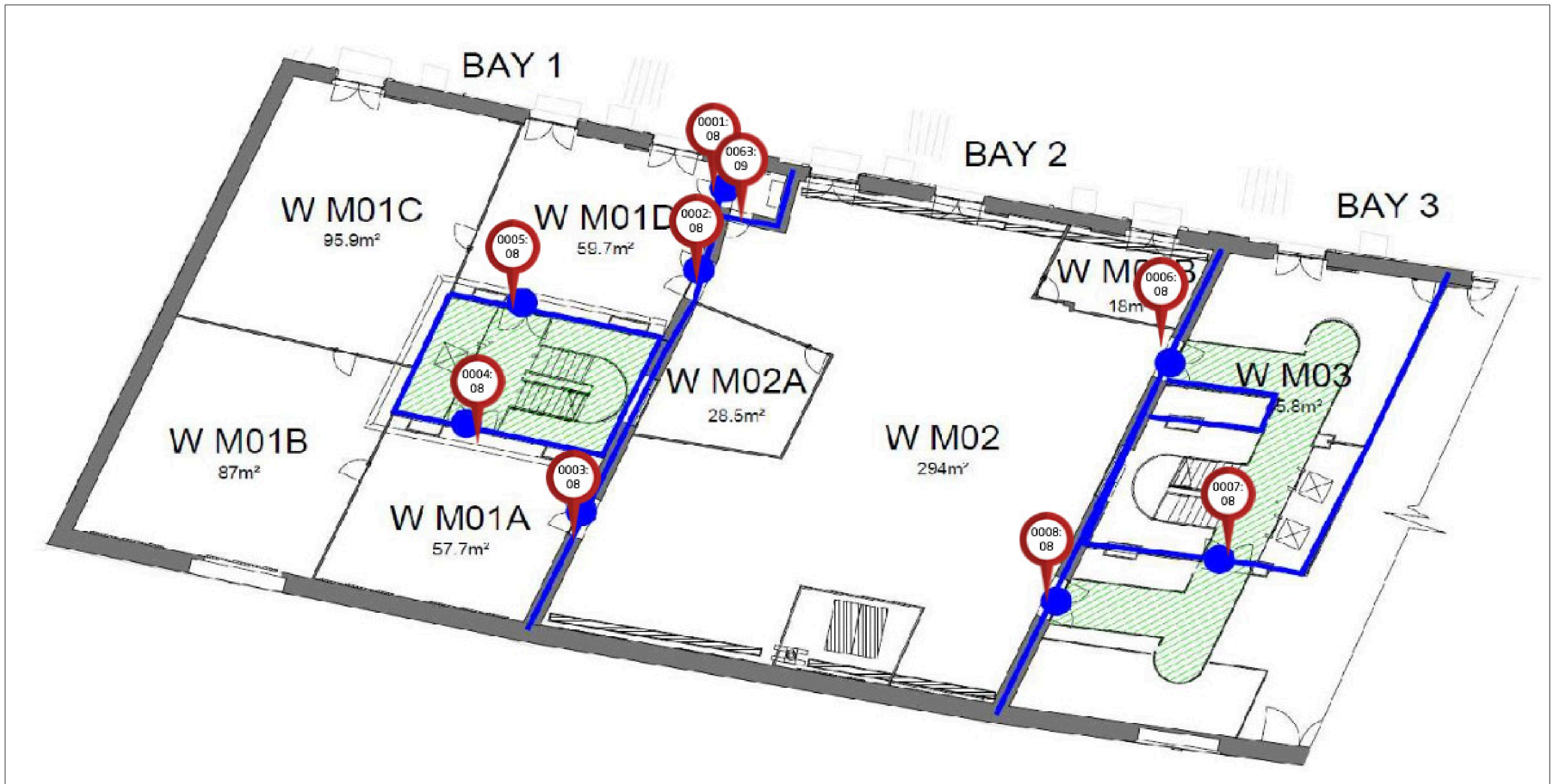


Image 46: NEO fire report extract showing Mezzanine Floor PIN locations of door works.

First Floor

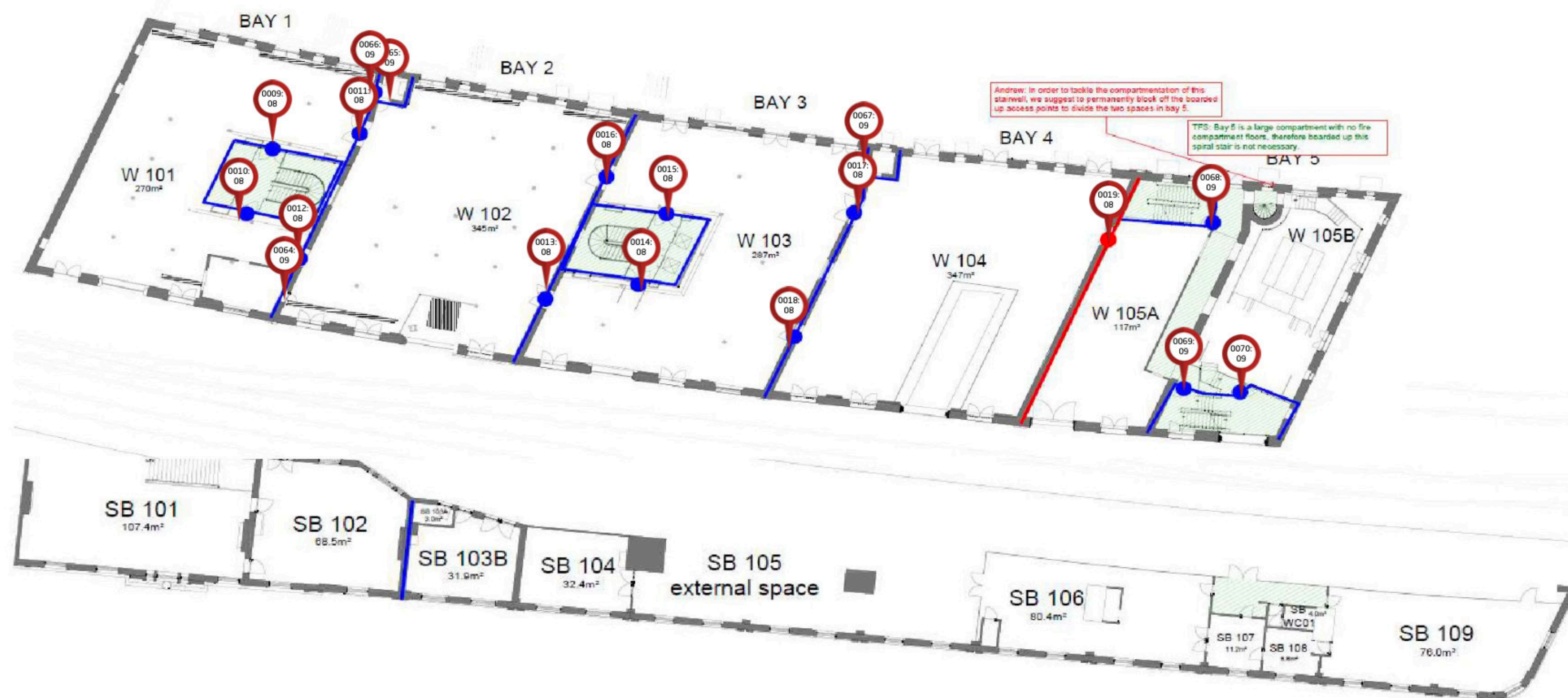


Image 47: NEO fire report extract showing First Floor PIN locations of door works.

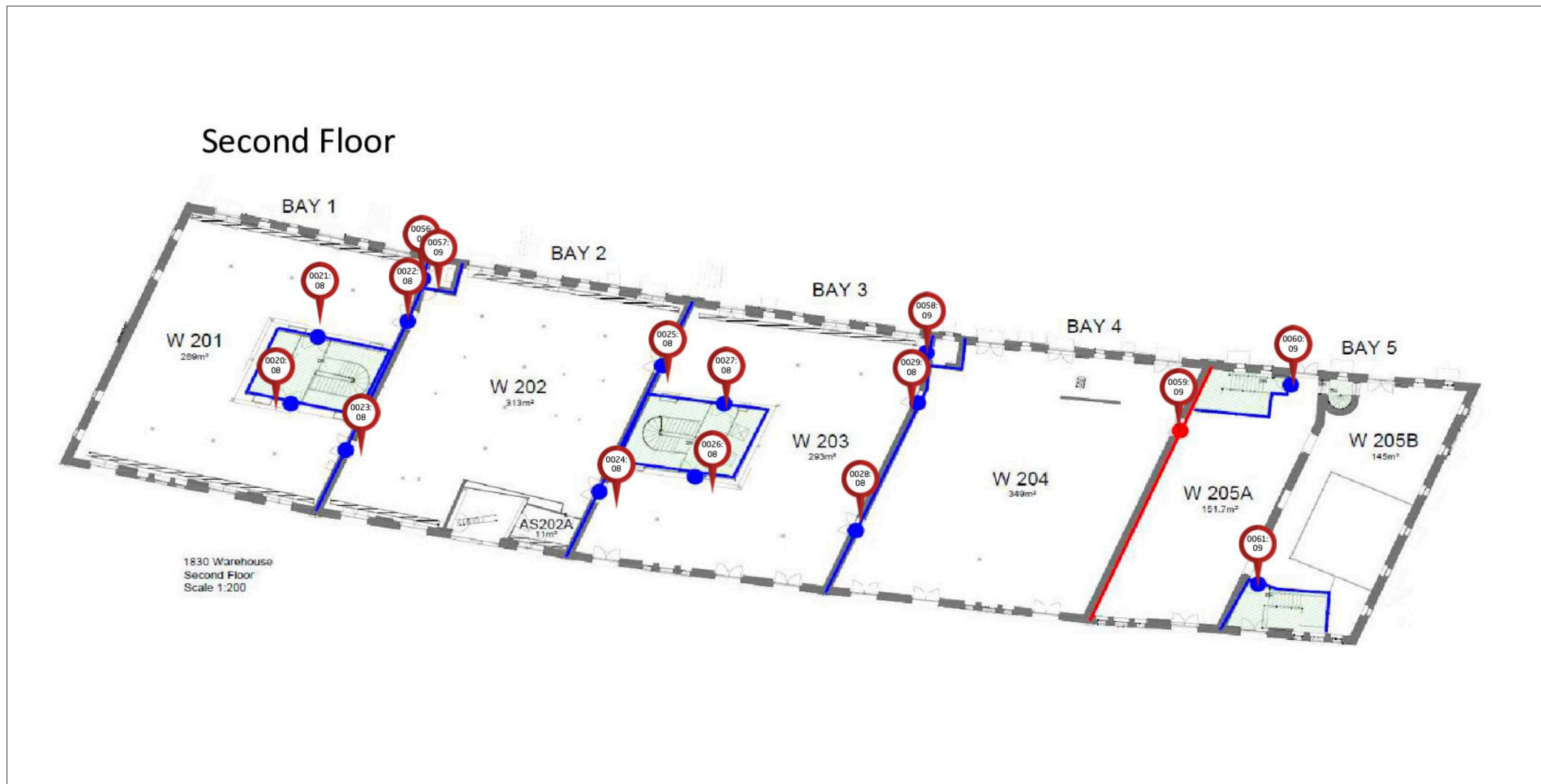


Image 48: NEO fire report extract showing Second Floor PIN locations of door works.



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Planning Context



6.0 PLANNING CONTEXT

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

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

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

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

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

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

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

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

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

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

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

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

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



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Conclusion



7.0 CONCLUSION

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



Image 49: External view of 1830s Warehouse.



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