

HERITAGE IMPACT ASSESSMENT

THE OLD STATIONMASTER'S HOUSE, LIVERPOOL ROAD, MANCHESTER

Conversion of redundant museum building to form new holiday accommodation business.

THE APPLICATION SITE

Site Address:

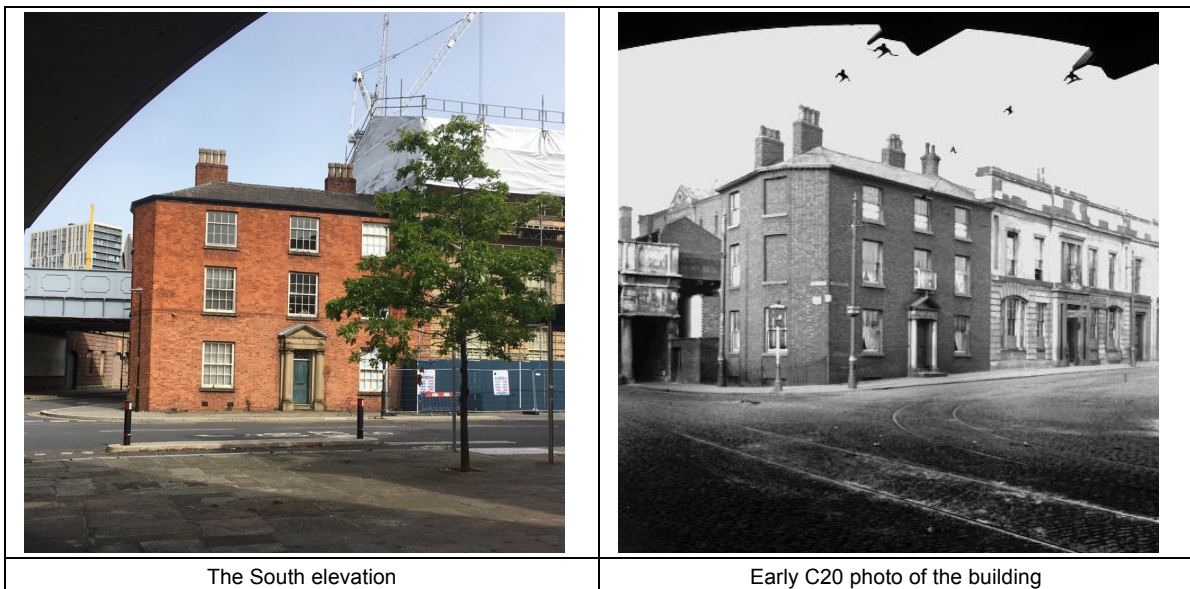
The Old Stationmasters House
41 Liverpool Road, Manchester, M3 4JH
Easting: 382918 Northing: 397880

Is the development site:

☒	A listed building
☒	A building of local interest
☐	A scheduled monument
☐	A site of archaeological interest
☒	Within a designated conservation area
☐	Within a registered historic park or garden
☐	Within a registered battlefield
☐	Adjacent to one of the above

THE NATURE OF THE ASSET

Please describe the history, character and appearance of the heritage asset. You should refer to the statutory list description, scheduled monument description or conservation area character appraisal if available.



The Old Stationmasters House is not listed individually but included in a group listing with the 1830 Station building alongside. Together they have a Grade I designation (Historic England list entry 1291477) and the full description is included as an appendix. The detailed wording in the listing that relates to the house is given as:

“The former HOUSE to the left of the booking offices, 3 storeys and 3 bays to the same height, symmetrical, has a doorway with pedimented stone architrave, sashed windows of 16 panes at ground and 1st floors and 12 panes at 2nd floor, all with raised sills and flat-arched heads, and

THE OLD STATIONMASTERS HOUSE, MANCHESTER,
Heritage Impact Assessment,

Nov 2022
Revision:

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modillioned eaves; and a double-splayed left corner to the return wall, with sashed and blind windows...

The building referred to as the Old Stationmaster's House sits at the end of a terrace of highly significant buildings along Liverpool Road and together they form the 1830 Liverpool Road railway station. The building is Grade I listed and the international significance of this is that it is the terminus for the first commercial railway ever built. The basic plan form and platform layout has survived significant adaptation right through to 1975.

After 1975, the whole Liverpool Road station and warehouse complex was pronounced redundant and a Charitable Trust was formed with the long view of creating a museum. 40 years later the full benefits of that vision can be seen on the site today.

After 1844 the need for a Stationmaster's house on site was less important and ceased to be a residence. By the mid C20 the Stationmaster's House had been converted on the ground floor into a shop and was not really serving the station activity any more. Photos of what this looked like are in our separate photo sheet submissions.

In 1975 the Stationmaster's House was in a pretty sorry state and around 1980 was thoroughly 'restored' with the shop frontage removed and the brickwork and a replica of the historic doorway reconstructed. All of the windows were replaced at that time with single glazed sliding sashes and the upper gables were rebuilt incorporating concrete blockwork on the inside.

The whole of the interior was stripped out and refurbished at that time, with all floors, doors, skirtings and architraves replaced, leaving only isolated fragments of the original interior intact. The principal of these survivals were the main staircase and some of the fire places on the upper floor.

THE EXTENT OF THE ASSET

Please describe the development site, and its relationship to its surroundings. For example the building's position in the streetscene, or the potential for archaeological interest which may extend beyond a scheduled monument.

The Old Stationmasters House is a relatively small, 3-storey, brick built house with a basement below ground level. To the rear is a small 2 storey extension with a brick vaulted basement. This is set close to the arched brick embankment that carries the old Liverpool Road station platform at some height above the street level.

The total site area related to this application is 159sqm and the available external area is 27sqm. This is just a small fragment of the whole 1830s station complex that is covered by the group listing.

The proposals involve the addition of no additional floor area.

THE SIGNIFICANCE OF THE ASSET

Please describe the archaeological, architectural, artistic or historic importance of the asset. This should include for example the age, phases of development, layout, appearance, particular features or characteristics, materials and construction or potential for archaeological remains.

Background: The History and development of the site

Before the Railway

The site lies within Castlefield Conservation Area, so named after the four forts the Romans built here because of the very transport connectivity that attracted the Liverpool & Manchester Railway (LMR), as an intersection of roads and rivers (the Irwell and the Medlock, which feeds into the Mersey). In the 18th century Francis Egerton, 3rd Duke of Bridgewater, his land agent John Gilbert and his millwright James Brindley, built the first modern canal, the Bridgewater Canal, through to Castlefield. The area became a major transshipment point, the network expanding to provide a continuous route between Hull and Liverpool bringing through a wider range of freight. A variety of industrial premises developed along the canals and rivers.

The coming of the Railway

By the early 1820s, the only substantial vacant land in Castlefield was the south-west portion of the Byrom Estate bounded by Charles Street, Water Street and Liverpool Road. There were just two small developments at the edges of this plot: one of these was 41 Liverpool Road, a house built in 1808 for John Rothwell, a partner in the Rothwell & Harrison dyeworks nearby on Water Street. The overall plot was an obvious target for acquisition by newly formed Liverpool & Manchester Railway when it began planning the railway route in the early 1820s, under the initial supervision of George Stephenson as Engineer. The land acquisition was a complex process, involving Acts of Parliament as well as persuading the Bridgewater Canal Co and the reticent Byrom sisters that the railway was a desirable development on their lands. The deal was finally completed in February 1829.

John Rothwell's well-placed, simple but handsome house (today known as Station Master's House) at the corner of Liverpool Road and Water Street became the dwelling of the first Station Agent, Joseph Green. It is the anchoring 'pin' around which all the rest of the station fanned out. It is a late Georgian three-storey corner house plus basement on a sloping site, the principal elevation giving onto Liverpool Road. The symmetrical front façade has three bays while the Water Street façade has 2 bays. It is trapezoidal in plan with an oblique corner and a one-bay extension to the rear, where there is a service yard. It has a pitched and gable slate roof, with three chimney stacks. The main façade is dominated by the front door, positioned between stone Doric pilasters topped by a pedimented stone architrave, and large sash windows.

Through 1830, a viaduct and bridge were built by George Stephenson behind SMH to bring the track to the arrivals platform, with a large warehouse on the other side. In June 1830, construction began of the Coach Offices, now known as the Passenger Building, abutting SMH. Its architect is unknown. This consisted of two booking halls, one for first-class passengers and the other for second-class passengers, at street level, and two corresponding waiting rooms on the first floor at rail level, giving onto the first passenger platform.

To the rear of SMH, a very small yard gives onto the railway arches of Stephenson's viaduct. A short metal footbridge leads out from the second floor of SMH onto the railway platform of the viaduct, alongside the 1831 First Class Passenger Waiting Room, which is now an exhibition space. The external appearance of SMH and its immediate setting has remained remarkably unchanged in the past 200 years.

The Liverpool & Manchester Railway in operation

The Liverpool & Manchester Railway opened on 15 September 1830, with a prestigious guest list, including the Duke of Wellington, then Prime Minister and still feted by many as the hero of Waterloo. The cavalcade of eight locomotives that set out from Liverpool included Northumbrian

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leading the way, driven by George Stephenson, followed by Phoenix driven by his son Robert, North Star driven by his brother Robert and Rocket driven by assistant engineer Joseph Locke. Rocket has gone down in history as the winner of the L&MR's competition to build its engines.

Within months passenger traffic was exceeding expectations to such an extent that the introduction of goods services had to be deferred until the delivery of more locomotives, in December 1830. Within four years, travelling by rail had put local stagecoaches and mail coaches out of business. Building activity continued apace through 1831. A carrier's office for parcels was added as a continuation of the SMH and Coach Offices frontage along Liverpool Road, plus an office for the goods clerks. Perhaps appreciating the greater impact of an elongated street frontage, the Railway Company then decided to extend the range still further eastwards. Eight units were built in 1831 and offered as shop premises.

In 1833, the first 'long-distance' railway was approved, the 78-mile Grand Junction Railway between Birmingham and Warrington joining up with the Liverpool & Manchester Railway to give a continuous rail route between Birmingham and Manchester. Liverpool Road Station was its obvious terminus. The Coach Offices had so far only dealt with departing passengers because the incoming passenger trains had to terminate on the other side of Water Street. The original Arrival Station of 1830 was perfunctory, merely an unpaved platform linked to Water Street by a carriage ramp. The Rothwell & Harrison Dyeworks had continued to operate on the land between the Irwell and Water Street, but in 1837 its lease was terminated in order to build an enlarged Arrival Station. The tender description listed 'a range of warehouses, sheds, offices and appurtenances with approach road ... for the purpose of an arrival station'.

The colonnade and the ground floor of the new Arrival Station were used for stabling, providing 61 horse stalls for 300 horses, arranged along two sides of a yard. Horses were vital to the Station for cartage and shunting, climbing up to the platform via a ramp built across the road opposite SMH. This development completed the immediate grouping of around SMH at the western end of the site, although other buildings continued to be added at the eastern end for the next decades.

The instant success of the Liverpool & Manchester Railway made railways an appealing prospect to investors and encouraged the revival of a number of railway schemes that had lain dormant. The Manchester & Leeds Railway Company decided to extend its line to terminate at Hunt's Bank, which lay about a mile away from Liverpool Road Station, and encouraged the Liverpool & Manchester Railway Company to do the same. A new stretch of track was laid to re-route passenger services to Hunt's Bank Station (now Victoria Station) which opened on 4 May 1844. Thereafter Liverpool Road Station operated solely as a goods station. In August 1845 the Grand Junction Railway took over the smaller Liverpool & Manchester Railway, and from now on there are few surviving records of the goods station at Liverpool Road.

The use of SMH in the decades after 1845 has yet to be determined. At some stage, probably in the early to mid twentieth century, the ground floor, including the external façade, was converted for use as a corner shop.

The Station as Freight Depot

Liverpool Road Station then operated as a major freight depot servicing the Manchester cotton and other industries with commodities, and transporting away the factories' products. Decline set in only after the Second World War. Even after railway nationalisation under the 1947 Transport Act, the new British Rail faced stiff competition for goods haulage as the expansion and improvement of the road network in the late 1950s marked an irreversible change to road haulage, that we may now regret. Container ships similarly brought a new era of goods handling as containerised freight needs no warehousing. Liverpool Road Station survived the station closures that arose from the 1963 Beeching Report, which focused on underused rural passenger lines reduced the size of the rail network by more than a fifth between 1965 and 1970.

After the Station Closure

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In September 1975, British Rail closed Liverpool Road Station. However, recognising its significance, talks had already begun to transfer the site to Manchester City Council as a heritage and museum site. In 1976 SMH was offered by British Rail to MCC after shared repair, but the offer was declined as more renovation needed. Meanwhile, local historical and preservation societies became increasingly concerned about the lack of progress in both resolving the station's future and staging a suitable celebration of the Liverpool Manchester Railway's 150th anniversary in 1980. The Manchester branch of the Victorian Society formed the Liverpool Road Station Society in early 1978, with the dual aims of securing the restoration of the building for museum use and to ensuring that Liverpool Road Station played a prominent role in the 1980 celebrations. In late 1978, British Rail made an improved offer to Greater Manchester Council: in addition to handing over both the Passenger Station grouping and the Old Warehouse for the sum of £1, it would contribute £100,000 towards the restoration costs. This time the offer was accepted, although the actual formal transfer of property was not signed until June 1982.

In 1981 SMH was renovated as offices for Museum staff. An external photo of these works shows the house was largely stripped out, with all window frames replaced, and its corner shop frontage removed to reinstate the original 1808 form. Internally, the house was converted for office use. Its original floorplan was reinstated on the ground floor. On the first floor, partitions were stripped out to create one large room across the whole building. Fire doors were installed and the windows replaced. Very few internal features survive; externally, however, the building once again looks much as it did when first constructed. The Passenger Office alongside was also restored to its original form and re-opened as part of the first phase of museum on 15 September 1983. Site development has continued ever since and is still incomplete.

Summary of the primary significance:

The Old Stationmasters House is recognised as having a high level of significance reflected in its Grade I listing. The building is interesting in its own right but has been much altered in the C20 leaving little of the original 1808 fabric intact. It carries this Grade I designation mainly through its grouping with the whole Liverpool Road Station site.

The half-Georgian, half-Victorian character of Liverpool Road Station makes it a fascinating microcosm of railway station evolution. The entire site documents the interconnection between the development of railways, industrial development and the growth of trade in the nineteenth century. It has always been a nexus of forward-looking innovation and technology. The large collection of structures further constitutes a very rare example of the development of a working station and railway yard over 150 years.

Based on the collected research we feel that the primary significance of the Stationmasters House can be summarised as follows:

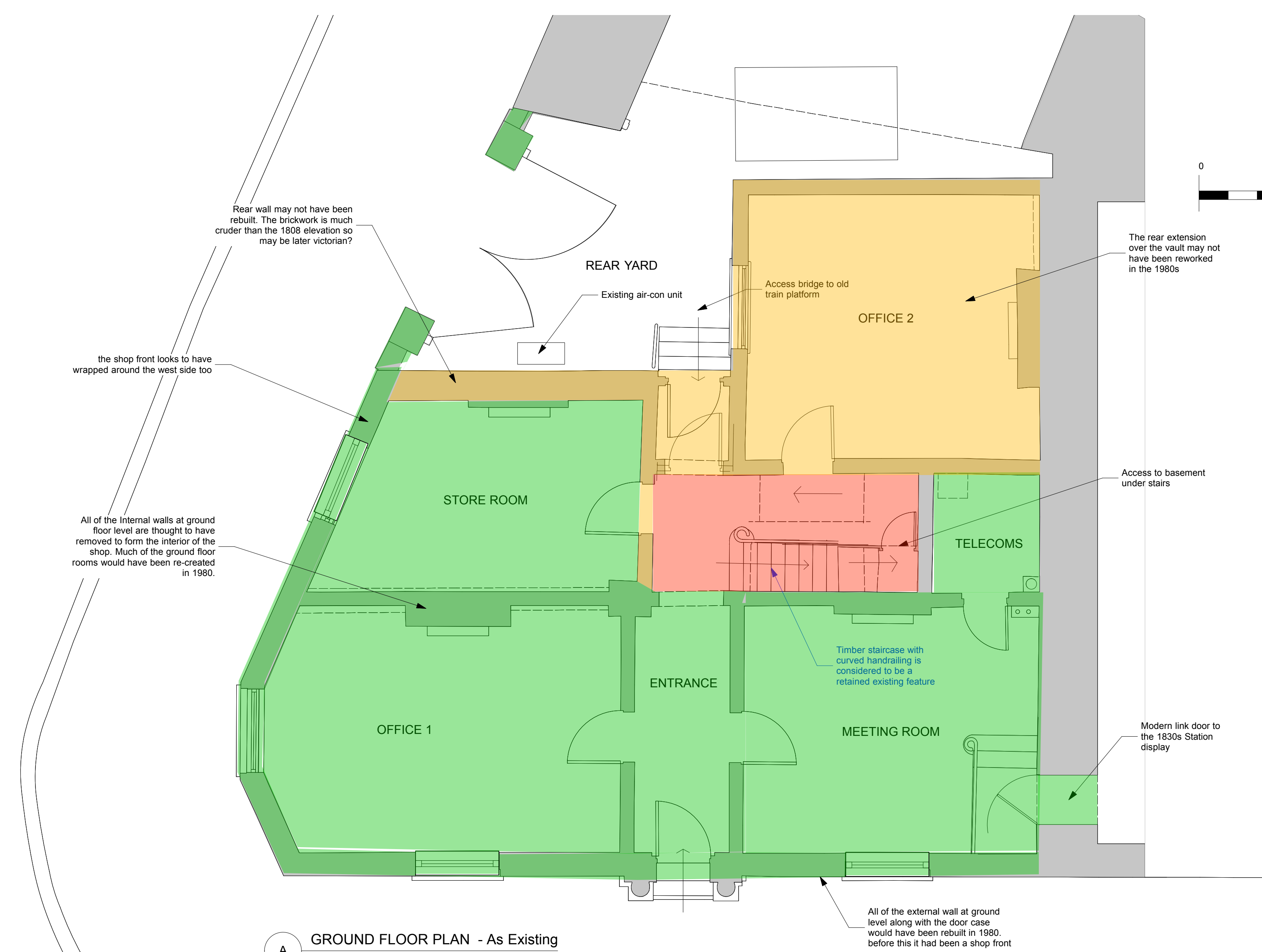
- 1) The Liverpool Road Passenger Station of 1830 has a **highly significant cultural value** as it is the only surviving original passenger station from the pioneering phase of railway development and is therefore the oldest passenger station in the world. The Stationmasters House shares this significance as it was pivotal in how that early station operated.

Liverpool Road Station became relatively obscure in histories of railways because none of the Station buildings was the work of a leading architect, nor self-consciously designed as an exemplar of a particular architectural style. The single-platform station model, of which the Liverpool & Manchester Railway termini were the prototypes, was short-lived.

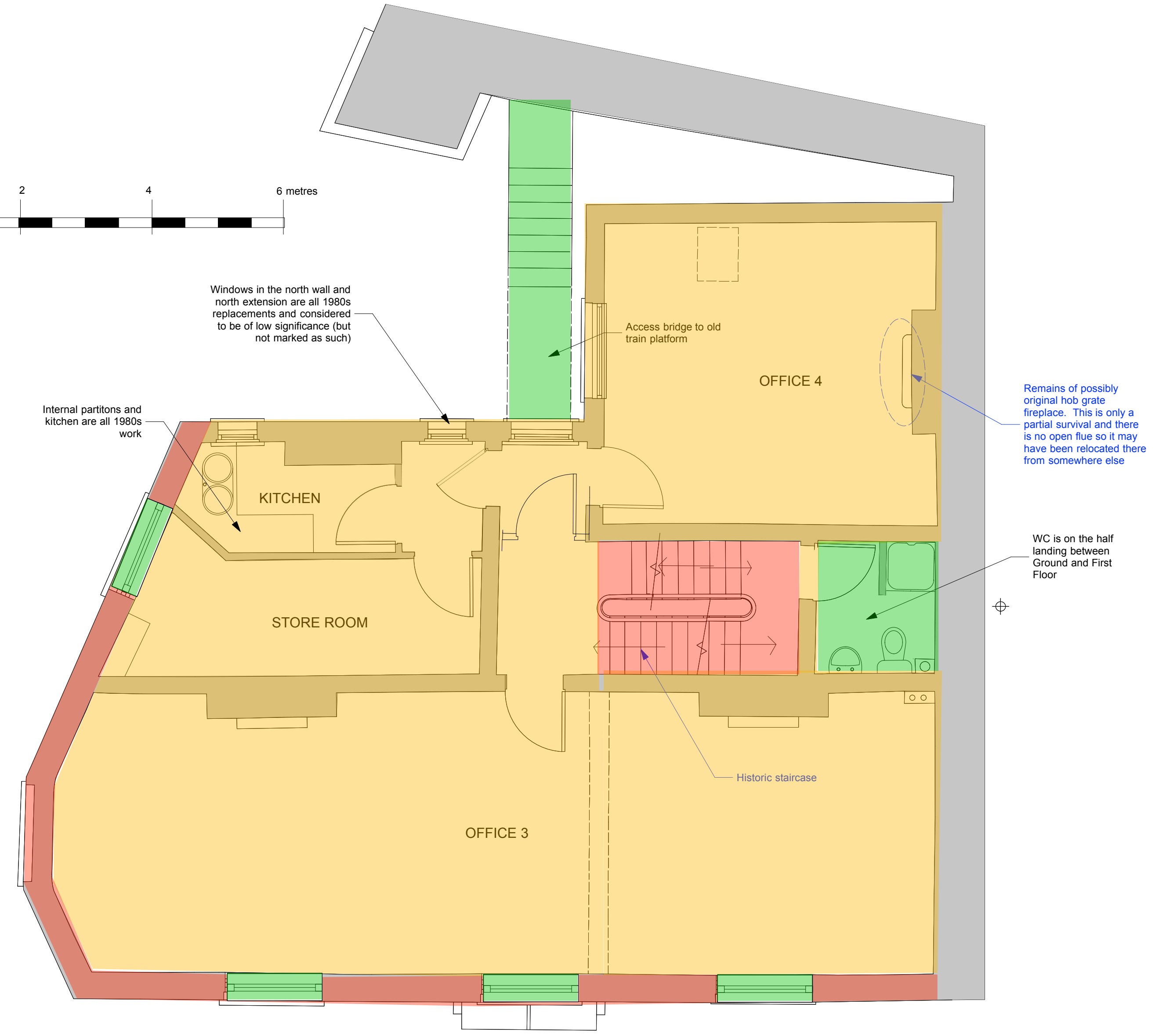
The early loss of the passenger service function further reduces its profile. However, the Liverpool & Manchester Railway was the key source of inspiration and practical information for the planning of the first railways approved in the 1830s. Few railway companies during this period engaged architects to design their stations, being content to assign this responsibility to their chief engineers. Despite the well known exception of Brunel's broad gauge tracks for the Great Western Railway, most other railway companies adopted the tried and tested Stephenson track and station templates pioneered at this Liverpool Road Station, making it the blueprint for stations in the first wave of railway development.

The further social and cultural significance of Liverpool Road Station was its impact on the lives of ordinary, mostly anonymous, people in their capacities as travellers, consumers and workers. This is more relevant to the main Station site which was a public area rather than the private Stationmasters House on its own. There will be very little cultural memory about what took place in the interior of the house whereas the exterior was well known since the beginning as the approach to the Station.

- 2) The **external fabric** of the Stationmasters House, while much altered through the C20, is **highly significant** as it still contains fabric dated to its original construction of 1808. This predates the development of the whole station site. The exterior of the building is represented in many early paintings and etchings of the Station from the C19 and what we see now has a direct continuity with these early views. The adjacent elevation of the Station building is also largely unchanged so together, they ensure the Liverpool Road elevation to the site is very much as it has been since 1830.
- 3) There is some contrast between the significance of the exterior fabric of the House to the **interior**. We feel that this has only a **moderate significance** due to the extent of alterations in the 1980s refurbishment. The staircase stands out as having a high significance as it seems to be a survival from the original construction.



A GROUND FLOOR PLAN - As Existing
1:50 at A1



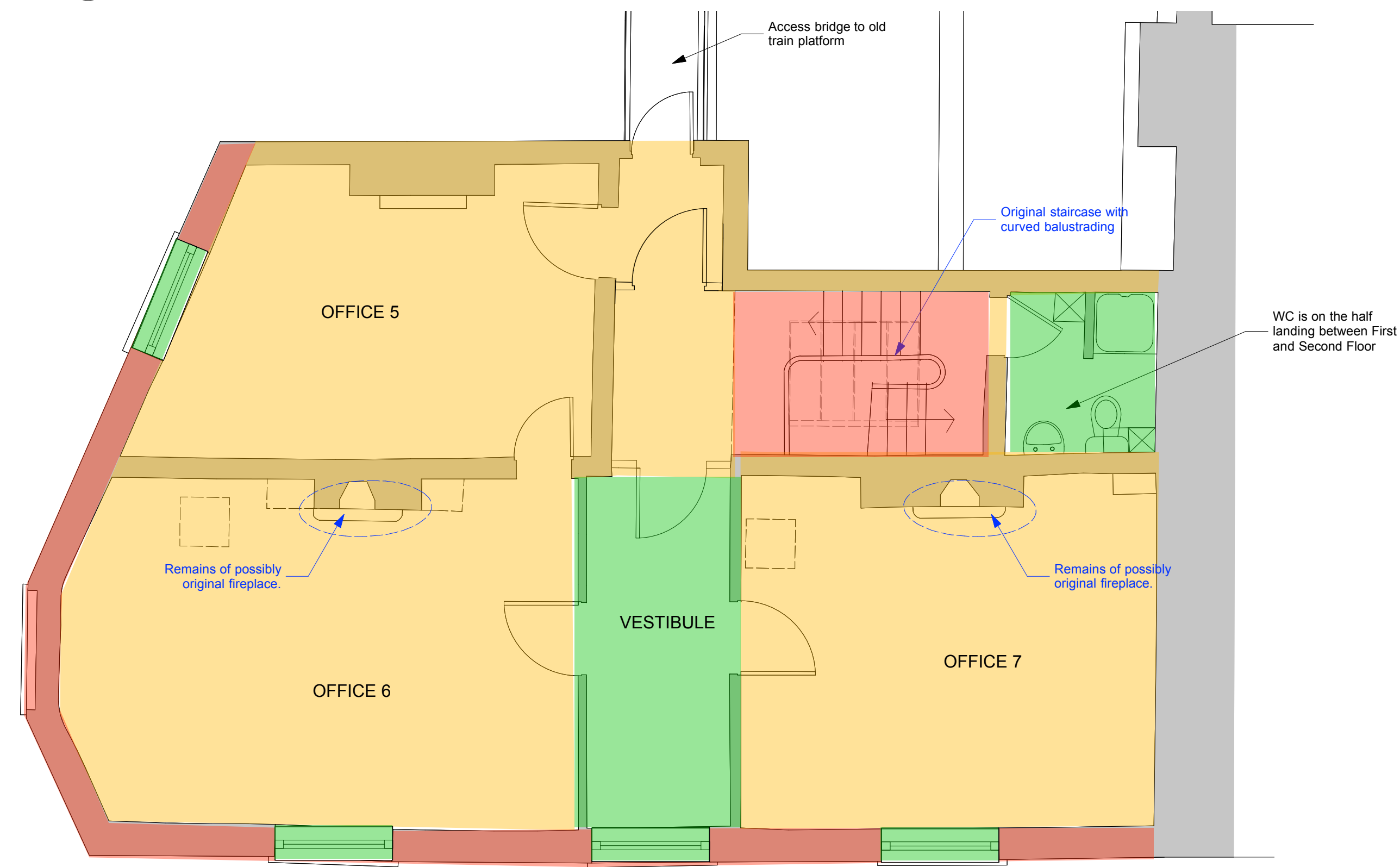
B FIRST FLOOR PLAN - As Existing
1:50 at A1

SUMMARY OF SIGNIFICANCE

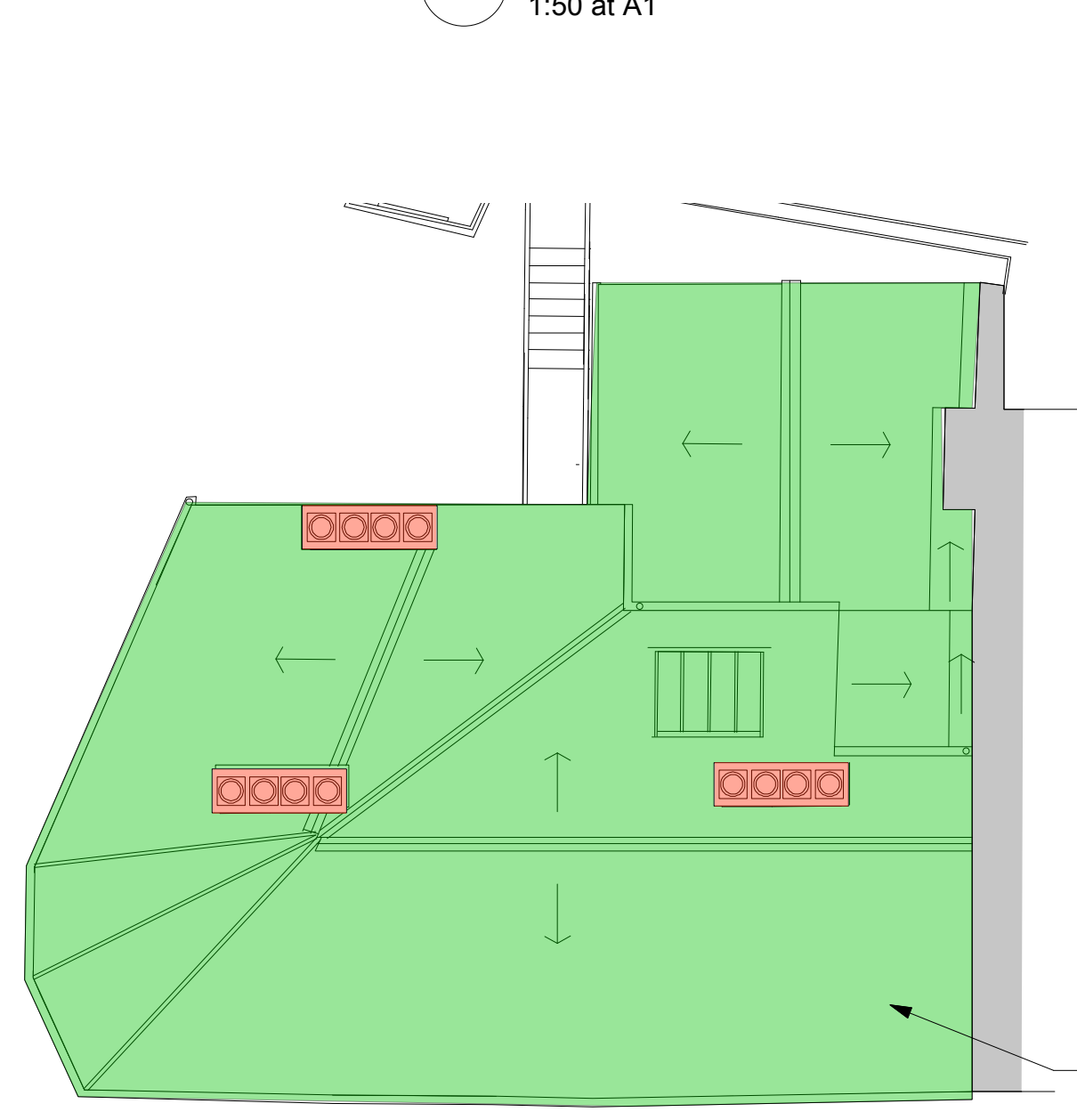
- HIGH SIGNIFICANCE**
Original 1808 construction
- MODERATE SIGNIFICANCE**
Possibly original 1808 fabric and building layout but much altered in 1980s
- LOW SIGNIFICANCE**
Renewed or significantly altered in the 1980s

NOTES:

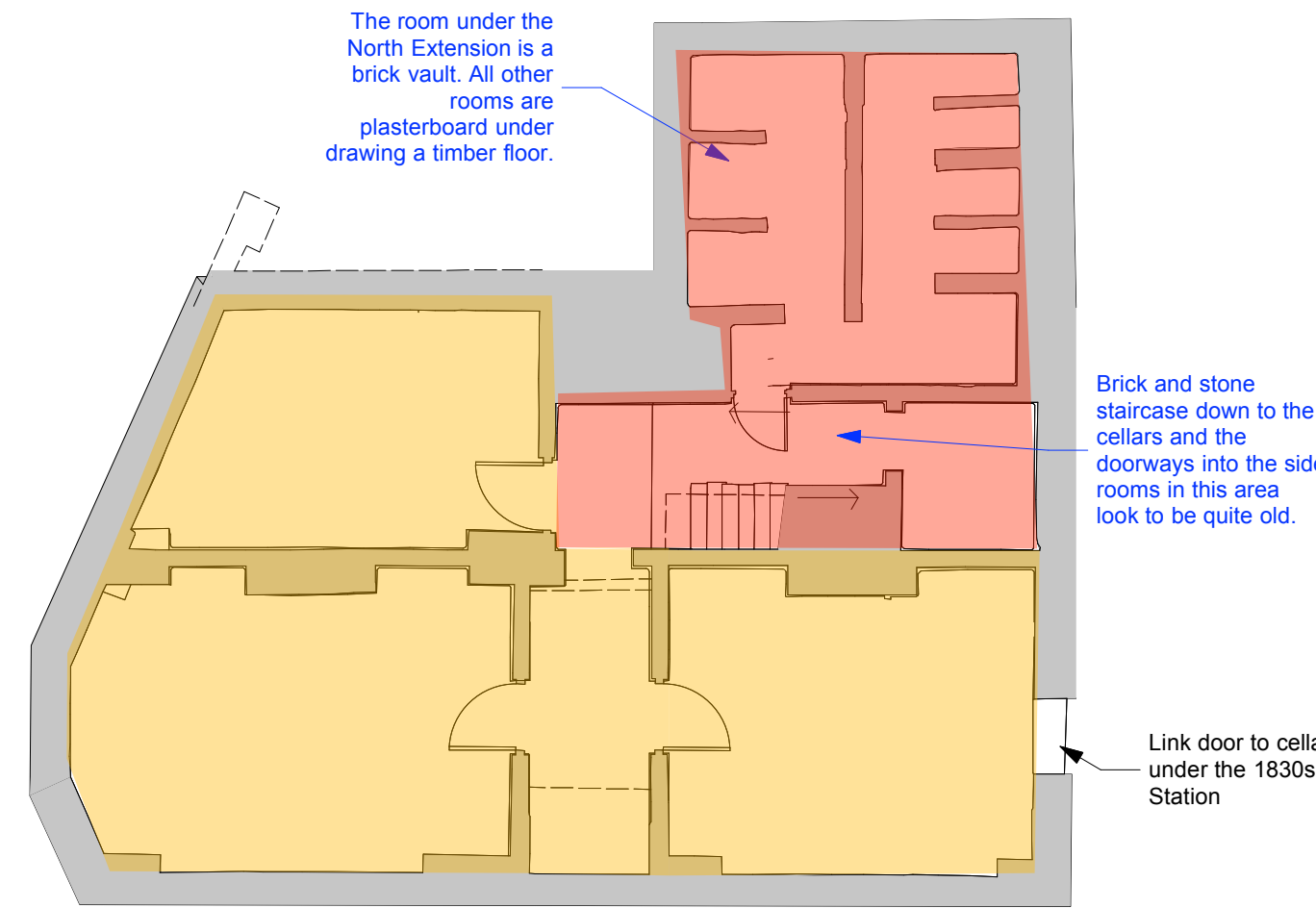
Windows, internal and external doors are all 1980s replacements and considered to be of low significance (even if not marked as such)



C SECOND FLOOR PLAN - As Existing
1:50 at A1



E ROOF PLAN - As Existing
1:100 at A1



D BASEMENT PLAN - As Existing
1:100 at A1

KEY:
BLUE NOTES: - indicates items of notable significance.

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THE OLD STATIONMASTERS HOUSE, MANCHESTER
Redevelopment to form Holiday Accommodation
Plans as Existing indicating Items of Significance
For The landmark Trust

Scale: 1:50/1:100 @ A1 - Date: AUG 2022- By: AW

STAT:01/4116 REVISION:

- DO NOT SCALE FROM THIS DRAWING
- THE CONTRACTOR IS TO CHECK ALL DIMENSIONS ON SITE
- THIS DRAWING IS SUBJECT TO COPYRIGHT

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THE PROPOSED WORKS

Please describe the proposed works including scale, height, construction, materials, design details and any associated landscaping works. For internal works to listed buildings this should also include details of any historic fabric or architectural features which would be lost as part of the proposals.

Key alterations proposed

The following is a list of the key alterations proposed. Please refer to the Design and Access Statement which explains the need for these changes.

Exterior

- 1) Form a new rear wheelchair access door to the North elevation of the main building that is level with the rear yard. Detailing generally similar to the other door in this wall.
- 2) Partially dismantle the wooden gates and brick piers enclosing the rear yard and rebuild similar form as the existing but creating a wheelchair access door and a door to bin store.
- 3) Replace the 1980s sash windows in the south and west elevations with high quality new timber sash windows with fixed upper light, slimline sealed unit glass and discrete draught stripping. This is to reduce heat loss and gain.
- 4) Insert 2no small windows to the north wall of the North extension to light bathrooms and WCs. These to be facing into the railway arch.
- 5) Add a new cast iron rainwater pipe to the south street frontage. This is to reduce the load on the single pipe that takes 85% of the total rainfall load on the roof.
- 6) Re-model part of the existing north roof slope over the old staircase WCs so that it becomes in line with the main slope rather than notching back to a flat roof area. This simplifies the rainwater management and maintenance over the existing roof slopes.

Interior

- 7) Remodel the timber ground floor in the rear room at the north west so that it has a floor that is level with the new external yard door. Install a fold down internal platform lift in this room to make the ground floor accessible to those in a wheelchair. A new set of steps and handrailing will be provided for all other users of this door.
- 8) Remodel the interior of the north extension on both ground and first floor to install a simple vertical wheelchair lift between the floors. The room will also be subdivided to form bathrooms and WCs, some of which will be accessible.
- 9) Strip out the existing 1980s chipboard floors, skirtings and architraves, Dry line the external walls to reduce heat loss and install a set of hardwood floors, painted skirtings, architraves and cornice in a sympathetic but contemporary style.
- 10) Strip out a 1980s partition in the rear room at the north west on the first floor (Room 102) so that this can become a single space again (to be used as a library).
- 11) Under draw the plain sloping ceiling at the top of the stair with a flat ceiling and add a glass ley-light feature so that this can become a more attractive and elegant summit of the stair.
- 12) Cut back the existing east wall at the top floor, mid landing, as this restricts the stair width in the case of a fire emergency.

THE IMPACT ON THE ASSET

Please describe the impact your proposals will have on the archaeological, architectural, artistic or historic interest of the asset or its setting. This may include for example loss or concealment of key features or historic fabric, blocking key views, impact on relationships between buildings etc.

Approach to assessment:

The following statements look at the key significances as listed above and how the proposed changes might impact those stated significances.

1 Risk: The high historical and cultural significance of the site is impacted through a change of use.

Description of the possible impact:

The conversion of the building will break the historical and cultural link between the 1830 Station and the Stationmasters House and in doing so the significance of each element as a group will be diminished.

Relevant elements:

- a) Changing the building from a private office and storage area for the Science Museum to a holiday accommodation business

Effect:

The impact would be that the historical and cultural link between the 1830 Station and the Stationmasters House will be broken and the two buildings not understood to be interconnected.

Mitigation:

The external appearance and character of the 1830 Station and the Stationmasters House could not be more different: One is a long stone built building of a clearly civic character and the other is a small conventional Georgian style house. The only reason that one would really know the importance of the link between these two buildings at the moment is by reading into the history of the site and looking at the group listing.

The Science Museum Group, as current occupants of the site, do not offer any external interpretation or education resources to overtly state the significance of the house. They have been happy for it to be a private and anonymous facility. The most significant demonstration of this is that, despite having a 'front door' it has no clear address or a correct postcode.

Rather than needing to discuss how the impact of a change of use might be mitigated, the development offers an excellent opportunity to enhance the significance and better explain the relationship between the House and the Station building.

The now private building will be opened up for wider public access through an organisation that believes in publicising the unique significance of the sites that it manages. While access will be for paying customers the Landmark Trust will also provide through their website and online resource which details the significance of this building and gather historical facts, stories and images which are available to all.

We also think that the change of use from an office to holiday accommodation will also make the layout of the building more meaningful as, by definition, it is significance to the development of the whole station site is as a 'House'.

Conclusion:

We consider that the change of use will provide an opportunity to preserve and enhance the significance by increasing understanding of the relationship between the 1830 Station and the Stationmasters House. This will evolve from creating a distinct identity for the House and by allowing access to the public – both physically or via an online historical resource.

2 Risk: Alterations will affect the high visual significance of the exterior of the building facing Liverpool Road elevation

Description of the possible impact:

We have identified that the elevations facing Liverpool Road have a high significance as, despite partial rebuilding, they still look like they did in early etchings and photos. The risk would be that external alterations of the fabric required due to the change of use and general modernisation might affect the visual appearance of the building in such a way as to detract or destroy the Liverpool Road elevation.

Relevant changes that may present a risk:

- b) Achieving level access into the building for wheelchairs.
- c) Alteration of the design of the sash windows to ones which will have double glazing
- d) Introduction of a new rainwater pipe to the external wall.

Effect:

Inappropriate external alterations could change the character of Liverpool Road elevation as it has viewed since the 1830s.

Mitigation:

Reviewing each relevant element in turn

- b) (Level access) We would agree that altering the front door of the building or adding an external ramp to the streetscape would be a significant and foreign addition to the elevation. To avoid this impact we will look at achieving this access at the elevations facing away from Liverpool Road.

- c) (Sash windows) To enhance the sustainability of the re-development we would like to change the windows to ones which allow less heat loss and are better sealed against draught and noise. The existing windows date to the 1980s conversion so their physical significance is not great but they are reasonable copies of C19 sash windows (glazing bars 19mm wide).

To mitigate the visual impact of the change we plan to have a very slimline 14mm sealed unit glass unit that can sit within a timber glazing bar. The new windows will be made to a high standard with hardwood glazing bars which need only be 22mm. We do not think that this additional 3mm will be that noticeable in the context of the streetscape.

- d) (Rainwater pipe) The introduction of a new 75mm cast iron rainwater pipe onto the Liverpool Road elevation will be a visual change. There may not have been a pipe on the street frontage so as to maintain the elegance of the elevation or because it may have been omitted because of the risk of damage from hand carts that may have run up and down the pavement in the past.

Relying on just the existing single pipe at the rear of the elevation has led to the gutter overflowing in heavy rain which lets water run down the brickwork washing out the mortar and leaving salt stains behind. This is damaging the 1808 fabric which is very significant. Heavy rain is also something that is likely to get worse due to climate change.

Having an extra rainwater pipe will share out the storm load between 2 pipes and the risk of the gutter overflowing will be reduced and the brickwork protected. There is then a conservation benefit to adding the pipe and, while there is not one there now, it is something that would not look out of place in any urban streetscape.

Conclusion:

We consider that there is no workable solution to having disabled access on the front elevation that would justify the impact.

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The visual impacts resulting from the changes to windows and the RWP will be minimal and the benefits to future building maintenance and environmental sustainability significant. The materials used would be appropriate to the setting and the age of the building and we would think they would be noticeable to only the most acute and educated observer.

The work could all be reversed in the future too.

3 Risk: Alterations will affect the general historic significance of any building fabric prior to 1900 that is not facing Liverpool Road.

Description of the possible impact:

That physical external alterations of the fabric required due to the change of use and general modernisation might remove or affect the fabric, particularly that which may possibly date to 1808.

Relevant changes that may present a risk:

- e) Achieving level access into the building for wheelchairs at the rear
- f) The addition of windows openings and alterations to doors on the elevations which do not face Liverpool Road.
- g) Alteration of the roofscape to improve rainwater disposal

The issues relating to the addition of the rainwater pipe to the Liverpool Road elevation have already been discussed.

Effect:

Inappropriate alterations could result in the loss of fabric dating to the earliest parts of the building without good justification.

Mitigation:

Reviewing each relevant element in turn

e) (Level access)

The Design and Access statement has a large description in the appendix (3) going through the alternative options tried before settling on this rear door. We are confident that this will deliver equal access to this building in a way that respects the significance of the primary elevations of the building and works within the very small footprint on which the site sits. Most importantly it avoids the need to create access into the Liverpool Road entrance.

The scheme involves adapting the design of the current boundary wall and timber gates so that there is a section that creates a 1m wide boarded door providing level access to the street and yard. Once within this yard, the building can be accessed through a new door introduced into the north wall and into the room beyond (which has its floor lowered to suit).

The form of this new external door is generally similar to the other six-panel doors on the elevation and has a simple traditional glass ley light and curved brick lintol. The door will be easy to use and the experience for a wheelchair user will be as smooth and welcoming as any other user.

There is a physical and visual impact on the north elevation of the building but we feel for what this achieves in terms of equal access the impact is minimal.

- *Physically* there is a new opening in the external wall but this will be into a part of the structure that is more rustic than the pristine orange brickwork of the streetscape elevation. There is a line down the corner of the building at this point where the quality of the materials change and this north wall may even be a later rebuild.
- *Visually* there is an impact but as we plan to retain the tall outer yard gates it would be all but hidden apart from part of the ley-light and a brick lintol. The detail of

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those element would match other doors and windows on this elevation so it would certainly not stand out as being a new intervention.

It is noted that the ground floor of the building had been converted to a shop in the C20 and floors, fixtures and fittings are likely to be part of the 1980s' reinstatement. The internal alterations provides access to the full ground floor of the building. We think that the alteration and the impact upon the existing fabric is reasonable for what it can achieve.

Inside the building at this point, the internal suspended timber floor would need to be lowered by 700mm. This would take away the headroom in the cellar below, but as there is quite a lot of unused space within these cellars, the loss of this small area does not seem significant.

- f) (new windows) With the aim of keeping the rooms in the main part of the building facing onto Liverpool Road free of sub division (for ensuites) we are planning to create all of smaller rooms like bathrooms and WCs in the North extension. This is at the very rear of the site and the location is mostly hidden from the significant Liverpool Road elevations.

The creation of 2 small windows to a separate bathroom and a WC will have a significant benefit to the quality of occupation for the end users in providing natural light and ventilation. The wall that they are to go through may be part of the original fabric but the impact is only a small area of what is otherwise a very large wall. We are planning to make them as small as is reasonably practical for the function.

Visually the new windows will have a no impact on the setting as they face away into the hidden corner of the site by the railway arch.

- g) (adaptations to roof line) We propose adaptation of the roof arrangement at the rear to manage rainwater load and improve safety for maintenance. The rear roof slope currently has an offset section and a small gutter and rainwater pipe over the staircase WCs. The cluster of roofs in that location drain down into a lead back gutter, which then has to wind its way around a projecting chimney breast before meeting the out fall. This is quite a complicated arrangement, and it is difficult to access and maintain.

Having an area of the building that can not be easily maintained without specialist access equipment puts the historic fabric potentially at risk as gutters and pipes can back up and water get into the building.

The proposal shown is to carry on the pitch of the existing north roof over this void so that the eaves lines up with the rest of the roof. The benefit would be that the gutter can then flow the full length of the rear eaves and drop into a more readily accessible discharge point by the rear access door.

This has an impact on the building form as it changes the roof shape, but viewed from the significant streetscape elevations or other available vantage points, the change will be undetectable.

We plan to keep the existing roof structure and ceiling over the old staircase WC intact so this will provide permanent evidence of the lost form. It is also going to be overall an additive change which would be capable of reversal in the future

We think that it will have a conservation benefit for future maintenance and should be supported

Conclusion:

We accept that all of these items will have an impact and, in the case of the new door and window, the fabric loss can not be reversed. We feel that the impact in the case of these items can be justified as this is part of the overall change that will increase public access to the site and ensure a new and sustainable use going forward. This is especially the case for the door as it will be increasing public access for people with mobility issues.

The visual impacts resulting from the changes to the roof is modest and the benefits to future building maintenance significant. The materials used would be appropriate to the setting and

the age of the building and we would think they would be noticeable to only the most acute and educated observer. The work could all be reversed in the future too.

4 Risk: Alterations which might affect the remaining elements of significance to the internal layout surviving fittings from the earliest periods.

Description of the possible impact:

That alterations of the internal fabric required for the change of use and general modernisation might affect the understanding of the original building layout or damage retained elements of significance to the interior.

Relevant changes that may present a risk:

- h) Subdivision of internal spaces to suit the proposed new use (eg bathrooms). Achieving access between the different floors for wheelchairs.
- i) The proposals to change the architraves, skirtings to unify the style throughout the building and represent a more contemporary aesthetic that marks the new use for the building.

Effect:

Inappropriate alterations could disrupt understanding of the original building plan or result in the loss of fabric dating to the earliest parts of the building without good justification.

Mitigation:

Reviewing each relevant element in turn

- h) (Sub division of internal spaces) To make the development fit for the purpose as holiday accommodation there needs to be provision of bathrooms and WCs to a larger number than would be the case if it was a domestic property. This is especially the case as we want to have dedicated facilities for disabled persons.

It would be common in holiday accommodation for each proposed bedroom to be subdivided to create an en-suite bathroom but that would affect the historic layout of key rooms on the Liverpool Road frontage. To keep these rooms free of sub division we are planning then to locate all of smaller rooms like bathrooms and WCs in the North extension.

This does produce an impact as what was currently an open room on both floors. It becomes subdivided, the floor is trimmed out and broken through to facilitate a lift installation, two windows are made in the rear elevation and there is a need to relocate a possibly original fire surround.

These impacts are not insignificant but the benefit of keeping the alteration in a dense 'pocket' of the building plan means that it allows the rest of the interior to be open and undivided. We think that overall this is a fair balance and trades off a compromised experience for the visitor in not having an en-suite facility to maintain large parts of the original plan.

To make the development fit for the purpose of being holiday accommodation suitable for disabled persons we need to offer easy and dignified access into the building and between floors. The access into the building (and the lowering of the floor) has already been discussed. We consider that the impact of the lift between floors in the North extension (and the lowering of the ground floor) is justified because of what it does to extends public access to people of all abilities to majority of the building. This ensures that the significance of the building *culturally and historically* can be experienced and understood by all and in this way it is better preserved, even if the fabric is impacted.

- h) (changing architraves etc)

The staircase

With regards to the internal fabric we feel that the only element that we can truly say may be contemporary with the foundation years of the building is the staircase. Our

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design proposes no alteration to the steps and handrails of the stair but we are proposing some alterations at the top of the stair.

The staircase is indeed elegant, and ascending it should be a grand experience. At the moment, when one gets to the top of the staircase, the half landing is narrowed to as little as 600mm by the encroachment of the toilet wall, and there is a fairly boring sloping ceiling at the top, with a crude roof light in it.

The drawings show a proposal to cut back the masonry wall to the old toilet on the top floor to increase the width of the half landing. This will make it more elegant and also improve the width of the stair in the case of a fire escape.

The ceiling at the top of the stair will be changed to a flat ceiling, within which will be set a large oval framed leylight. This will have translucent glass inserts, back-lit from the roof light above.

Viewed from the bottom of the staircase, this would be quite a dramatic feature, which would make one want to climb the staircase to investigate. It would also provide a degree of balance and elegance to the top floor landing, which currently has none.

The architraves, skirtings and cornices.

The current interior was stripped out and extensively 'restored' in 1980. The simple skirtings and moulded architraves currently used are common 'off the shelf' items that offer a very simplistic representation of what the interior of an early Victorian building might have looked like. It is an uninspiring and ordinary interior and says nothing about the wider context for a building that the international significance it shares. This is something that we feel should be celebrated.

The Landmark Trust care greatly about the authenticity of their buildings and will always seek to avoid speculative restoration of detail if a building has lost its original interior. They also want their buildings to be inspiring and, where appropriate, unique.

This wish to offer a new style and vision is not extended to the staircase which is to be preserved.

The proposal to add insulation to the external walls means that most rooms will have the current skirtings and architraves removed. The current profiles are a misleading pastiche, close but not actually right, and the opportunity arises then to consider whether the original profiles should be put back.

Both designer and client feel that adopting a fresh aesthetic and different profiles could highlight the unique story of this building and unify the style across all spaces. An overtly modern approach is not considered appropriate and so we have looked back at what the buildings of the early steam age looked like.

The full description and reasoning for the style adopted is detailed in full in the design and access statement (section 2.7)

Our proposal for the style and character of the interior is for a clean, simple and honest approach that draws on the precedent of simplified classical themes in early railway buildings. The simplicity of the approach will provide the new contemporary feel the client desires without the speculative invention of new profiles.

Conclusion:

We accept that this development will have an impact on the interior but the outcome will be a balanced and sustainable future use for the building that will see people of all ages and abilities understanding and appreciating this uncelebrated heritage asset.

The designs are carefully considered to main and enhance the significant staircase, to localise and contain alterations in the hidden north extension and provide a visual style that highlights this is a re-invented building that has its roots firmly in the past.

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APPLICATIONS FOR DEMOLITION

If you are applying for demolition of a listed building or a building in a conservation area which makes a positive contribution to the area (as defined by the Local Planning Authority) please provide a justification statement for the demolition explaining how you have met the requirements of para 133 of the National Planning Policy Framework

No demolition proposed

*Andrew Wiles AABC
For Wiles and Maguire
Nov 2022*

APPENDIX No 1: FULL LIST DESCRIPTION

MANCHESTER

SJ8297 LIVERPOOL ROAD
698-1/18/213 (North side)
18/12/63 Former Liverpool Road Railway
Station, and Station Master's House

GV I

Also known as: Museum of Science and Industry, Liverpool Road Station LOWER BYROM STREET.

Passenger railway station at terminus of Liverpool and Manchester Railway, now part of museum complex. 1830, by George Stephenson for the Liverpool and Manchester Railway Company, with attached house of 1808, formerly occupied by station agent; altered. Red brick, the booking offices faced with sandstone ashlar and stucco; hipped slate roofs. Rectangular plan parallel to street, with house to left and added range of former shops to right. Classical style. The BOOKING OFFICES, which back onto an embankment carrying the railway line at 1st floor level to the rear, have a 2-storey 4-bay facade (2:1:2:1 windows), symmetrical except for the 4th bay, with channelled rustication to the ground floor, panelled pilasters to the upper floor, a moulded cornice and high parapet with cornice and blocking course. The 2nd bay (the centre of the symmetrical portion, containing the entrance to the 1st Class booking hall) breaks forward slightly, has a large square-headed doorway with an architrave of coupled pilasters, moulded cornice and blocking course surmounted by a vase-pedestal sundial, and a recessed panelled door with rectangular overlight; and at 1st floor a tripartite sashed window with a cornice. The flanking bays have 15-pane sashed windows at ground floor flanked by wide segmental-headed tripartite sashed windows with glazing bars, and 12-pane sashes at 1st floor with moulded architraves. The 4th bay, containing the entrance to the 2nd Class booking hall, has a doorway at ground floor similar to the other but with single pilasters, and a 12-pane sash above like the others.

Interior: separate booking halls and staircases leading to platform. Rear: 2 doorways to the platform with moulded stone surrounds, a tripartite sashed window to the left of the 1st Class doorway and a one-light sash to the left of the other. To the east, an added hipped-roof platform canopy on slender iron columns (C20 offices with glazed screen wall inserted under this roof).

The former HOUSE to the left of the booking offices, 3 storeys and 3 bays to the same height, symmetrical, has a doorway with pedimented stone architrave, sashed windows of 16 panes at ground and 1st floors and 12 panes at 2nd floor, all with raised sills and flat-arched heads, and modillioned eaves; and a double-splayed left corner to the return wall, with sashed and blind windows.

To the right of the booking offices is a long 9-bay range, recently rebuilt or restored, formerly with shops at ground floor and a train shed above, which is stuccoed at ground floor, has coupled pilasters, 1st-floor sill-band, moulded cornice and high brick parapet (carried across from the booking offices), and most bays with symmetrical openings including a round-headed doorway at ground floor flanked by windows in segmental-headed blank arches, and 2 windows above. HISTORY: oldest surviving passenger railway station in the world; ceased to handle passenger traffic in 1844 (when Hunt's Bank station was opened, now Victoria Station, q.v.), but continued in use as goods station until 1975. Forms group with Old Warehouse on opposite side of railway track (q.v.).

Listing NGR: SJ8295297867